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The ultra-violet and infra red rays are especially present in Hongkong sunlight. The best protection is the Sir William Crookes (British) lens, which absorbs the dangerous rays. We have the genuine (there are many imitations), made by Chance Bros, Birmingham, England.

If you prefer an almost colourless lens, with high absorptive qualities, we recommend the "Vitrox"—a British lens backed by British scientists.

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The Hongkong Telegraph.

FOUNDED 1861
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SATURDAY, SEPTEMBER 25, 1926.

日九十月八

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BOYCOTT END.

THE NEW CANTON TAXES.

GOVERNMENT'S PLANS.

The following obviously inspired article appears in the *Canton Gazette*:

The projected sudden termination of the Anti-British Boycott is in a way as dramatic as its gory beginning. What had precisely moved the powers that be to take the course, will always be subject for conjectures. Doubtless had they so desired they could have obtained various concessions from Hongkong, as it is no secret that when the last Hongkong delegation came up they offered concessions for a negotiated settlement. In acting as they did without the least reference to Hongkong our people may well have been paraphrasing Dumas' Athos: For ourselves we want nothing, for China we have too much to ask!

RIGHT CLAIMED.

The conclusion of the fifteen months long boycott, however, cannot be satisfactorily and lastingly secured without sufficient funds for the 'return to normalcy,' and for this purpose our Government will levy a temporary consumption tax of 2½% on ordinary imports, and 5% on luxuries. On exports a flat rate of 2½% will be charged. The right of our Government to levy a consumption tax is unquestioned, and it has on numerous occasions throughout the country successfully maintained its position. Likewise on a production tax on its own citizens the foreign nations cannot raise the bugbear of infringing the integrity of the sacrosanct Maritime Customs. What then, journalists Hongkong asks, has the new taxes to do with the ending of the anti-British boycott?

CUSTOMS CO-OPERATION.

The Maritime Customs, whatever its defects, is an institution of many years' standing, with a developed organization and well-recognized traditional standards of levying. For the Nationalist Government to organize a complete apparatus anew there would undoubtedly ensue a period of confusion during which trade would suffer. It is to obviate this necessity that the Government desires the co-operation of the foreign-controlled Maritime Customs in the collection of the new tax, although it could create its own entirely independent organ of collection if necessary. With the conclusion of the boycott when a trade boom is on the offing, it would seem natural that foreign Powers, and particularly Britain, whose trade interests in South China are larger than that of any other nation, would be desirous of seeing that the new taxes be levied with the least disturbance to commerce.

ABOLITION OF LIKIN.

The implications are greater even than these. The Nationalist Government is anxious to abolish likin and the other obnoxious multiple taxes that harass trade. As soon as the new taxes prove successful, it intends to immediately cancel likin and the various harmful taxes, and substitute them by a further imposition of 2½%, thus making a total of 5% on ordinary goods. We desire to emphasize here that what is aimed at is not larger receipts, but the replacement of an antiquated tax by a superior form of taxation. As a matter of fact the additional 2½% impost would almost certainly bring in less than the likin.

Likin has been synonymous with official corruption, tyranny and incompetence. So far it could not be replaced because, in the first place, no effective substitute has been found, and what is perhaps more important, vested interests throughout the country have been too strong to permit of its abolition. When it is known that for

(Continued on Page 13.)

CANTON VIEWS ON BOYCOTT.

RELIEF FELT AT NEW DECISION.

RECOGNITION PRELUDE?

Chinese reports from Canton state that the announcement of the decision to lift embargo on communication with Hongkong came as a big surprise, but on the whole the news has been received with feelings of the utmost relief. Various opinions are being expressed as for the reasons of the Government's decision, but the one generally favoured is that the Government intends to seek recognition and will soon send out envoys to the various foreign Courts with that end in view.

A well-known Chinese merchant in Canton states that the General Chamber of Commerce there has never officially identified itself with the newly-formed organization to discourage use of British products, and that the use of the Chamber room for meetings was simply a matter of courtesy. The few members of the General Chamber who had participated at the meetings had done so merely as private individuals.

The 200 strike leaders who have been heading the anti-British boycott, and who were guests at dinner of the Kuomintang some evenings ago, when they were informed of the proposal to end the strike and boycott, strongly deny the accusation of the so-called "Prince Clique" that they have been bribed to agree to a settlement. They say they were merely informed that, as far as the Government was concerned, the boycott must end, but that the workers would not be restrained in labouring for the boycott of British goods or for enforcing the non-cooperation policy.

Some of the workers, are trying to combine against being driven from the free quarters still being upkept by the Strike Committee, but which are soon to be closed.

The Government is offering to assist the strikers still unable to get work by recommending them to the Northern Expeditionary Army as transportation coolies and to the railways.

The Government has made arrangements with police to check any attempt on the part of the workers to revolt against the authorities.

PIRATED CUSTOMS LAUNCH.

NAVAL SEARCH SO FAR UNAVAILING.

The search by H.M.S. Moth for the Chinese Maritimes Customs launch, which was seized by pirates on its way from Kongmoon to Macao, with Miss Scarlett of the South Baptist Mission on board, has so far proved unavailing.

The launch draws about seven feet of water and there are many creeks in the district where the piracy took place, in which it could be concealed. The Moth draws only four feet, but her length is against navigation in the majority of these particular waterways.

This is the first time a Customs launch has been attacked by pirates.

RELIGION IN MEXICO.

CHAMBER SUPPORTS PRESIDENT.

Mexico City, Sept. 24. The Chamber of Deputies, by 171 votes to one, has again rejected a petition by the Roman Catholic Episcopate to amend or repeal some of the religious clauses of the Mexican Constitution.

Reuter's American Service.

WHAT IS SUN DOING

ATTITUDE REGARDED AS DOUBTFUL.

FIGHTING NEAR SHASI.

Although Marshal Sun Chuanfang has been into the war zone, he is still dallying, and a wireless message received from the North yesterday, courteously supplied to us by the local Naval Authorities this morning, states that Sun's attitude is now regarded as doubtful.

Meanwhile it is reported from the same source that some of the Southern adherents have been transferred from the Northern front to Kiangsi.

Marshal Wu Pei-fu has sent certain units of his troops down the river, and they have landed at Itu, and are already fighting against Southern detachments near Shasi has been reported.

Further firing at passing merchant ships in this vicinity has occurred but so far no casualties have been reported.

RETURN OF BRITISH STEAMERS.

The official despatch states further that the return of the B. & L. steamers Wantung and Wanhsien is expected to-day. General Yang Sen has promised to deliver them at Ichang to-day, Saturday.

The situation at Hankow has not changed, but the Chinese authorities have now asked the Customs to organize inspection of all merchant ships outside the Hankow harbour limits.

The regulations recently enforced, restricting the movements of men-of-war in and out of Hankow have now been removed.

YUNNAN THREAT.

A circular telegram from General Fan Shek-sung and his officers announces that his forces, under the plea of the subjugation of Yunnan, are now ready to advance on Yunnan to drive out Tang Chi-yao. The telegram further states that with the fall of Hankow and with conquest of Kiangsi near at hand, the time has arrived for him to take his part in the prearranged plan laid down by the Commander-in-Chief and that the advance has already begun.

LOCAL RISINGS.

Reports from West River districts state that local disturbances have taken place almost daily. The Farmers' Association, having been gradually won over to the anti-Reds, are taking part in these uprisings. The Revenue Collectors' offices have been singled out for special attention, and reports of looting and burning of these offices, together with requests for military assistance are reaching the head-quarters of the Commander-in-Chief from many places. It is said that these local disturbances are but a prelude to what is likely to happen. It further reported that Chu Tung-hoi, a former general of the Yuet Kwan, has occupied the district of Mow Ming.

HONOURING VISITORS.

THE DOMINION PREMIERS

Rugby, Sept. 24. The Corporation of the City of London has unanimously decided to present the freedom of the City to General Hertzog, Mr. Gordon Coates and Mr. Walter Monro, the Premier of South Africa New Zealand and Newfoundland on the occasion of their approaching visit to this country for the Imperial Conference. The Freedom of the City has already been bestowed upon Mr. Mackenzie King, Premier designate of Canada, and Mr. Bruce of Australia, when they previously visited England.

British Wireless.

WANHSIEN OUTRAGE INCIDENTS.

"KIAWO" OFFICER IN HONGKONG.

A TERRIBLE ORDEAL.

Mr. H. Kingswood, the Chief Engineer of the s.s. Kiawo, the Jardine river steamer which became famous in the naval action at Wanhsien, has just arrived in Hongkong for a much-needed rest.

Interviewed by a representative of the *Telegraph* at the Peak Hotel this morning, where he is staying, Mr. Kingswood remarked that he had just enjoyed the nearest semblance to a night's sleep since the action.

"There is nothing I can add to the reports already published," he said, in reply to an enquiry, but a chat revealed the terrible ordeal and narrow escapes from death which he experienced. One particular instance occurring as he was proceeding along an alleyway, when a hurried warning from a British sailor, who, at the moment was guarding wounded in the sick bay, caused Mr. Kings-

BRITISH LADIES ROBBED.

By Southern Chinese Troops.

Shanghai, Sept. 25.

The *Shanghai Times* learns from a reliable source that two British lady missionaries were severely handled and robbed of valuables at Yunchow by Southern soldiers when the latter were advancing towards Nanchang.

One of the ladies had her wedding ring torn from her hand, and the other had her wrist watch wrenched away, her house also being partially looted.—*Reuter*.

wood to duck his head, thereby missing a bullet from a sniper's rifle. At the same moment, the sailor accounted for the sniper.

The work in the engine room itself called for the greatest courage and coolness, although Mr. Kingswood modestly refrained from referring to his own work. The fact that "machine gun fire" was "perforating the ship" and that parts of the boiler were shot away, calling for immediate repair in order to be ready to get the ship away, indicate the nervous strain suffered.

Mr. Kingswood spoke feelingly of the unfaltering courage shown by every member of the small naval party who carried out their duty successfully against such overwhelming odds.

HAKKA FIGHT.

TROUBLE AT TEA-HOUSE.

A fight between Hakkas occurred at a tea-house at No. 287, Queen's Road West, last night. The affair attained serious proportions but on the police arriving at the tea-house the Hakkas fled, leaving one of their number in the hands of the constables. This man had a wound in his neck and was removed to hospital. So far, it is not known what caused the fight.

BULLION EXPORTS.

RESTRICTIONS REMOVED.

The *Gazette* notifies that regulations made in 1922 in regard to prohibited exports have been rescinded in certain respects.

The rescinded paragraphs are those which required, with certain exceptions, the permission of the Superintendent of Imports and Exports for the exportation of silver dollars and for the exportation of Chinese cash, except to China.

THE VOLUNTEERS.

POWER TO CALL OUT EXTENDED.

CAMP PAY QUESTION.

The *Gazette* contains the draft of an Ordinance to amend the Volunteer Ordinance, 1920.

The main object of this Bill is to provide for the discipline and pay of the Volunteer Corps during camp. The opportunity is taken to make some other amendments also.

ADMINISTRATIVE COMMANDANT.

The effect of the interpretation clause of the principal Ordinance, as it stands at present, is that the Administrative Commandant must be a Volunteer officer, but during the war the administrative commandant, was at one time a regular officer, and it is just possible that a similar arrangement might be desirable at some time in the future. Clause 2 of the Bill, therefore, amends Section 2 of the principal Ordinance by providing in effect that the administrative commandant may be a regular officer.

LOCAL EMERGENCIES.

Under section 12 of the principal Ordinance as it stands at present, the three cases in which the Volunteers may be called out for actual military service are (a) great national emergency, (b) actual or apprehended invasion of or attack on the Colony, and (c) serious local disturbance. These three cases do not seem to exhaust all possible cases in which it might be desirable to call out the Volunteers. For example, a local emergency is perhaps more probable than a national emergency. Again, it should not be necessary to delay the call out of the Volunteers until serious local disturbances had actually broken out. Accordingly, Clause 3 of the Bill gives power to call out the Volunteers in case of great local emergency, and in case it is desirable to take precautions against the possibility of serious local disturbance.

Section 12 of the principal Ordinance, as it stands at present, leaves open to question the legality of any given proclamation under it, and the occurrence of the facts which are a condition precedent to any proclamation. Such uncertainty might be very disturbing and very embarrassing. Accordingly, Clause 3 of the Bill proposes to add to section 12 a sub-section which makes the *Gazette* containing the proclamation conclusive evidence that the proclamation was lawfully issued.

PAY AND ALLOWANCES.

Section 13 of the principal Ordinance provides that when the Volunteers are on actual military service they are entitled to pay and allowances and billeting in the same way as His Majesty's regular forces, so far as the regulations relating to the regular forces are by the Governor in Council deemed applicable to the Volunteers. Nothing is said about camp, and it is obvious that the circumstances of the Volunteers, and of the regular forces might often be very different. Clause 4 of the Bill, therefore, proposes to substitute a section providing that the Volunteers, when called out on actual military service, and when in camp, shall be entitled to such pay and allowances as may be prescribed by the Governor in Council. A proviso is added that no Volunteer is to be entitled to any pay or allowance for more than 7 days in any one year in respect of camp.

CAMP DISCIPLINE.

Clause 5 of the Bill provides that Volunteers, while in a Volunteer camp, are to be subject to the same control, discipline and punishments as are provided in the Army Act in the case of members of His Majesty's regular forces.

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

What are we coming to? Paris fashion artists declare that ladies' dresses will be even more scanty, circular locally circulated. We and the Hongkong Mothers' Union might add—and some take the big-announces short addresses for its cult!

"The Eton Crop is giving way to the Botticelli Bob" states a London newspaper. We think the new style should be spelt with a "W."

In order to popularise "Highland Spattees"—the latest leg-wear for ladies—a reception was held at the Savoy Hotel, London, when a number of titled guests were presented with a pair. Guess that's one way of making a fashion come sure!

"Car Hurts Royal Russian," says newspaper headline. The motor-car is certainly a great leveller.

Lots of Mexican mines are closing down. Which confirms the suspicion that the trouble there is not all on the surface.

The more Red China gets, the bluer is the outlook.

According to latest fashion news, hair is to be bobbed on the bias. Should be popular with bowlers.

It is reliably reported that some of the speakers at the recent Dental Congress in New York said a Let him try to hire a seat on the 5 p.m. ferry.

"Thief Regrets Career," says newspaper heading. So did his victims—long before he did.

There's a new "Youths' Movement" in Paris. But it mustn't be confused with the Charleston.

A wire gauze mosquito-proof room which was recently built at Stonecutters, was broken into by a dog. Perhaps it was a wire-haired terrier lodging a protest!

Although everything else seems to be going up, wages never take a sharp rise.

The British Navy seems to have that cruising feeling at the moment.

Clothes may not make the man, but they certainly make the woman decidedly expensive!

There's no excuse for a golfer being late for dinner. He can always take his club home with him.

According to a local journal, the British lady who made such a gallant attempt to swim the Channel in reality, "Miss Dorothy (?)". We're glad she's so clearly identified.

The Observatory report on Tuesday stated that a depression had formed over the Yangtze Valley. We understand that General Yang Sen is, as a result, very much under the weather.

If either Dempsey or Tunney had been a woman, they could have arranged to have their fight by getting married.

Most women are only at a loss for words when they begin telling the barber precisely how they want their hair cut.

Now that an Englishman has swum from France to England we suppose we can call the Channel our own, after all.

A special force has been appointed to put down "bootlegging" in Chicago. Taking the "hic" out of Chicago!

Peak residents should be easy winners in a water jump, taking into consideration the practice they get every day upon leaving the top station.

"Damage to Chefoo Cemetery. Visitors Disappointed" ran a *China Mail* heading during the week. Hope they were not thinking of stopping there.

So far as we understand the situation, most Americans regard prohibition as "better" than no liquor at all.

The Grand Duke Cyril may be recognised by Hungary as "Czar" his hoping, however, that he won't be recognised by any stray Communists.

So far as we understand the situation, most Americans regard prohibition as "better" than no liquor at all.

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The Comfort & Security of your Home demand it.

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ST. ANDREW'S.

ANNUAL MEETING OF THE SOCIETY.

Satisfaction was expressed with this year's work at the annual meeting of the Hongkong St. Andrew's Society held at the City Hall yesterday.

The president, Dr. G. D. R. Black, said that considering local conditions they had every reason to be satisfied with the position of the Society. Just over \$1,000 had been expended on assisting deserving Scotsmen. In one or two instances letters had been received from these expressing gratitude and offering to return the money when in a position to do so. The Society had not asked for a refund, however, the offer being purely voluntary.

He congratulated Master John Laing, of the Central British School, for winning the J. R. M. Smith scholarship.

The chairman also referred to the fact that fewer new members had joined the Society this year, but thought this was explained in fewer Scotsmen coming to the Colony at the moment.

Scottish Company H. K. V. D. C. A falling off in recruiting for the Scottish Company of the H. K. V. D. C. was also probably due to the same cause. He made an appeal for all young Scotsmen to join the Company as soon after their arrival in the Colony as possible.

Dr. Black also referred to the successful church parade at the Union Church, and said that if the Rev. J. Kirk Macdonald and the church authorities extended a further invitation to the Company this year, he hoped as many members of the Society as possible also would attend the service.

The last Burns dinner was thoroughly satisfactory, and success also attended the ball, which was held in February.

Officers and Committee.

Dr. Black proposed Mr. R. M. Dyer as president for the coming year. He was a past president and had done splendid work during the war when the Society had sent home large sums of money to war charities.

The Hon. Mr. A. O. Lang seconded, and the proposal was carried with enthusiasm.

Mr. D. Templeton was elected vice-president, Mr. P. Tod and Mr. R. O. Sutherland, joint secretaries, and Mr. W. Beveridge treasurer.

The following committee was elected—Messrs. D. Gow, G. M. Shaw, A. Stevenson, K. E. Greig and A. K. Henderson.

This Year's Ball.

A member raised the question of what form the celebrations were to take in November, and Mr. R. M. Dyer proposed, and Dr. Black seconded, that it should be celebrated in the old way by holding a ball. This was carried unanimously.

Mr. Templeton said he thought it would be interesting to know who wrote the doggerel in a certain Sunday newspaper. Either last week or the week before it was stated that St. Andrew's Society only accepted as members those who were born within the borders of Scotland. That was bosh. The sooner it was known that all members of the Scottish race were eligible as members, the better. He thought some one ought to sub-edit the utterances. The Scotch was rotten.

The meeting closed with a vote of thanks to the Chairman.

M. C. L. CONCERT.

A FINE ENTERTAINMENT COMING.

It is not often that Hongkong is permitted to enjoy a really first class entertainment provided by purely local talent. However, the Colony will have the opportunity of enjoying such an entertainment provided by the M.C.L. on Thursday evening, Sept. 30, in the Theatre Royal.

Much hard work has been put in by the Committee of the Victoria Branch M.C.L. to organise what will be a bright entertainment full of variety. It is hoped that these efforts will be rewarded by a large attendance, not only of those wishing to assist deserving charities, but also by those who want to enjoy to the full a really good class entertainment.

The well-planned programme will include songs, dances, sketches and musical items, all promoted by the leading amateur artists in Hongkong. Through the kind permission of Col. F. S. Montague-Bates, D.S.O., Officer Commanding, the Committee has been very fortunate in securing the talented services of the band of the East Surrey Regiment, which will provide selections during the course of the programme.

Booking is at Moutrie's and the prices are \$2 and \$1.00.

PROPERTY SALE.

LAICHKOK ROAD LOTS GO CHEAPLY.

There was a poor attendance at the China Auction Rooms yesterday, when property situated in Laichkok Road was put up for sale by Mr. E. V. M. R. de Sousa and two lots were knocked down at figures only slightly above the opening price, both to the same purchaser.

The lots put up were respectively Section B and Section C of Kowloon Inland Lot No. 433, with the buildings thereon known as Nos. 175 and 177 Laichkok Road. Both lots are held for a term of 75 years from 1898 with the right of renewal for a further term of 24 years, with areas of 930 square feet, at an annual Crown Rental of \$4.30.

The opening price in both cases was \$7,000 with bids of \$100 acceptable and only three raises at the figure being made, the lots were separately knocked down to Mr. Tse Wai-kong at \$7,300 each.

A SOVIET PAPER SUPPRESSED.

SHANGHAI JOURNAL'S CLOSURE.

Shanghai, Sept. 24. In the Mixed Court this morning the local Soviet organ *New Shanghai Life* was suppressed and its offices sealed, the proprietors being charged with the publication of an article considered to be likely to cause a breach of the peace.—Reuter.

COBHAM'S FLIGHT.

LEAVES INDIA FOR BALUCHISTAN.

Karachi, Sept. 24. Alan Cobham has left India for Chahbar, in Baluchistan, en route for home.—Reuter.

WHAT PINKETTES CAN DO FOR YOU.

If you are young Pinkettes—taken when necessary—will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly, chronic constipation, Pinkettes are perfection because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve Piles. Your chemist sell them, or post-free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Klunge Road, Shanghai.

PINKETTES KEEP YOU WELL.

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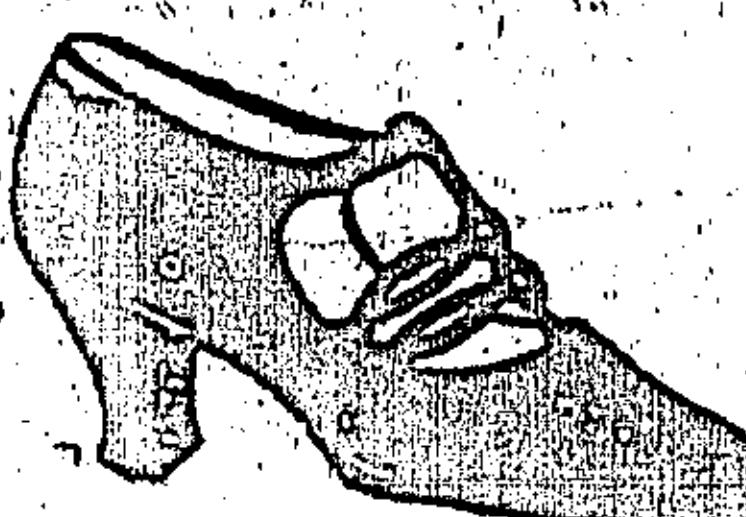
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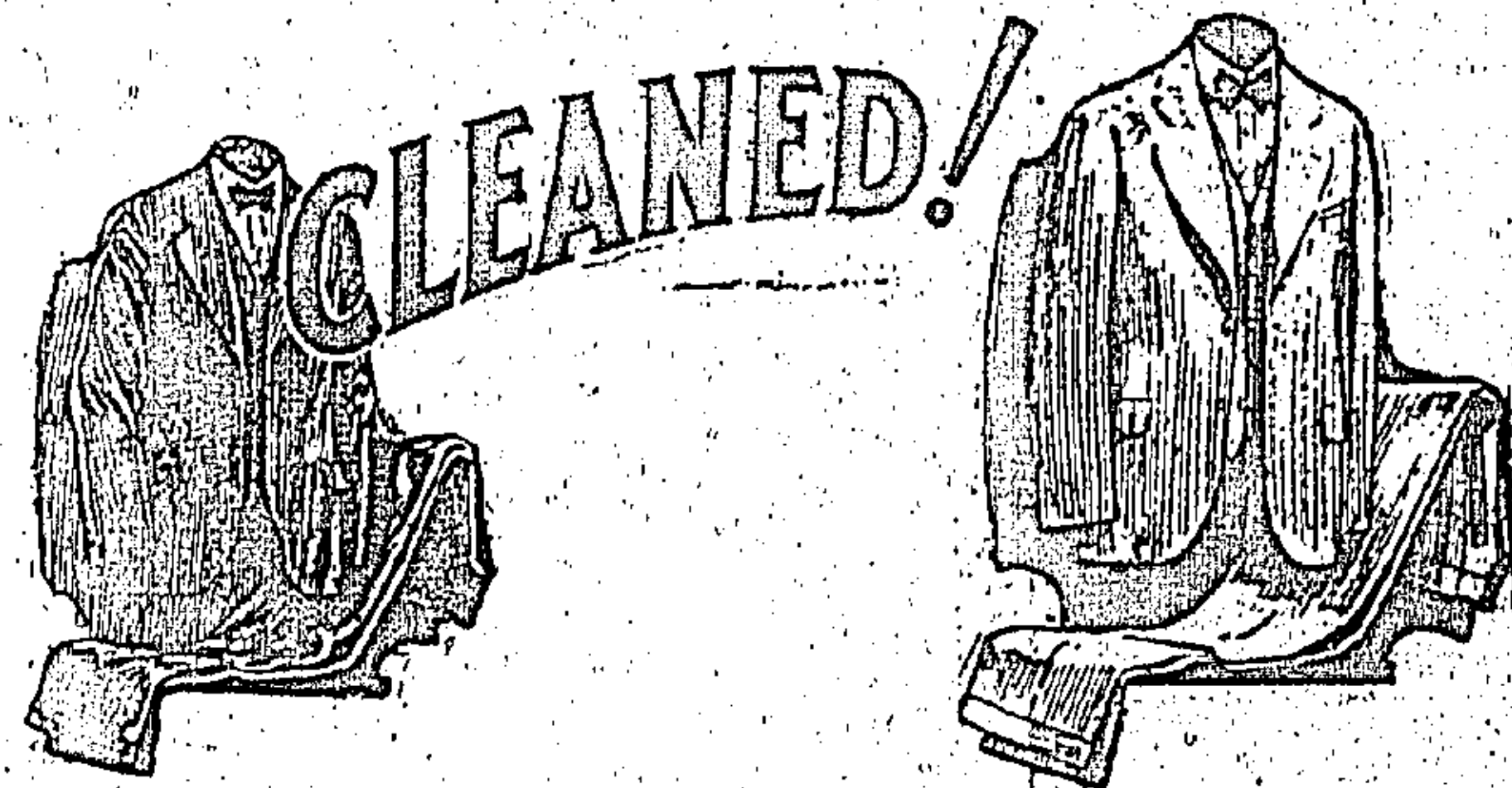
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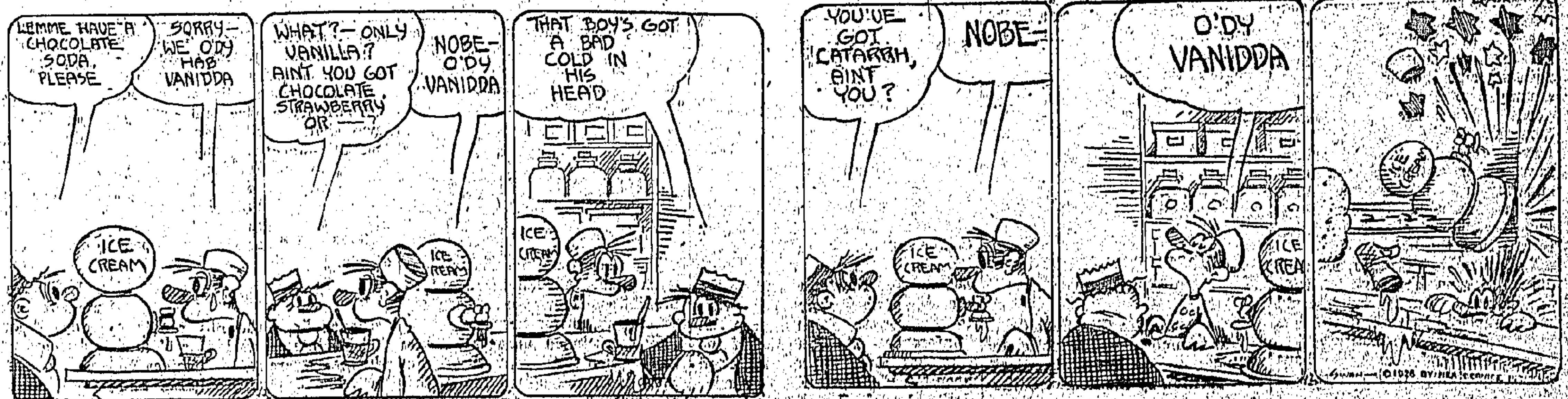


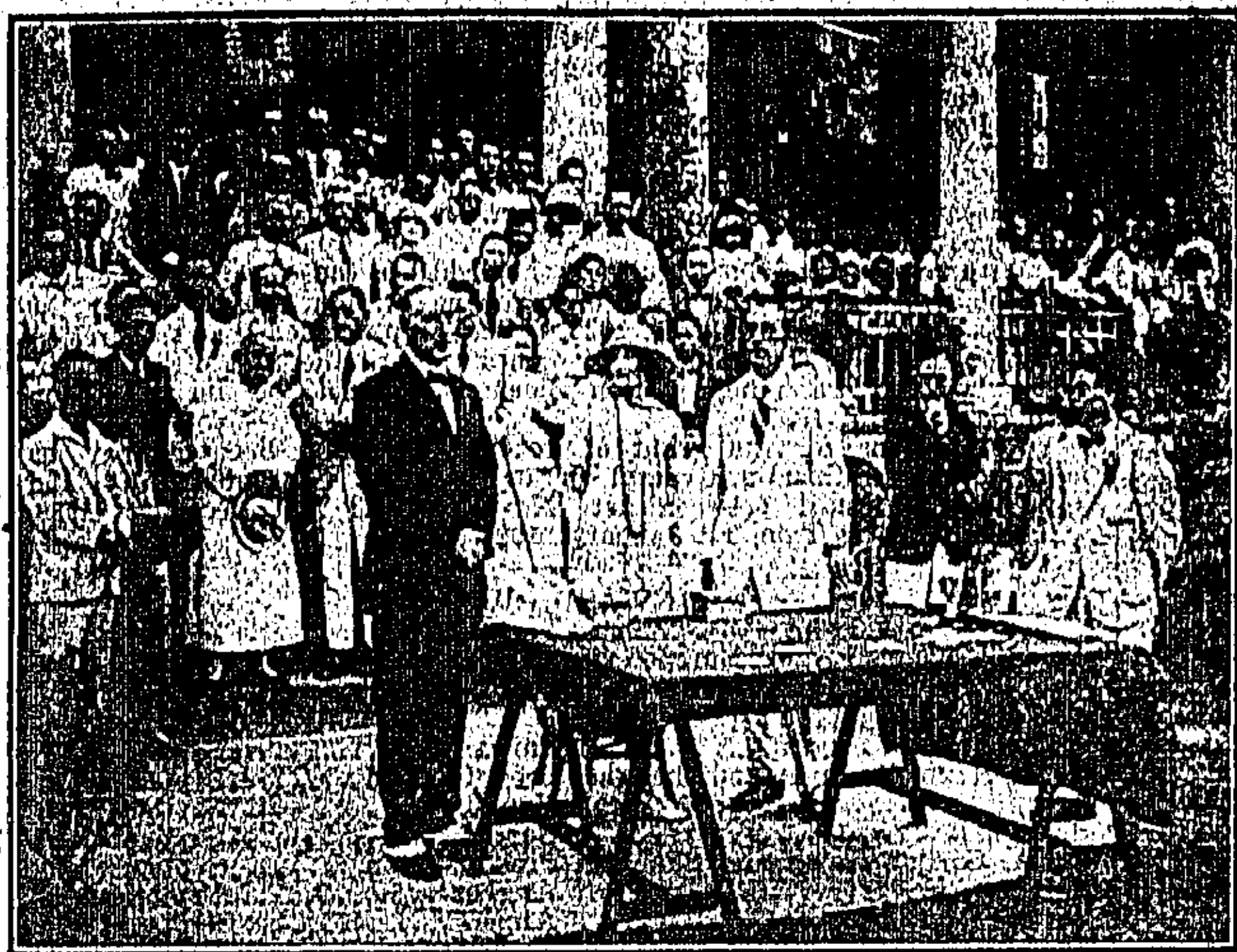
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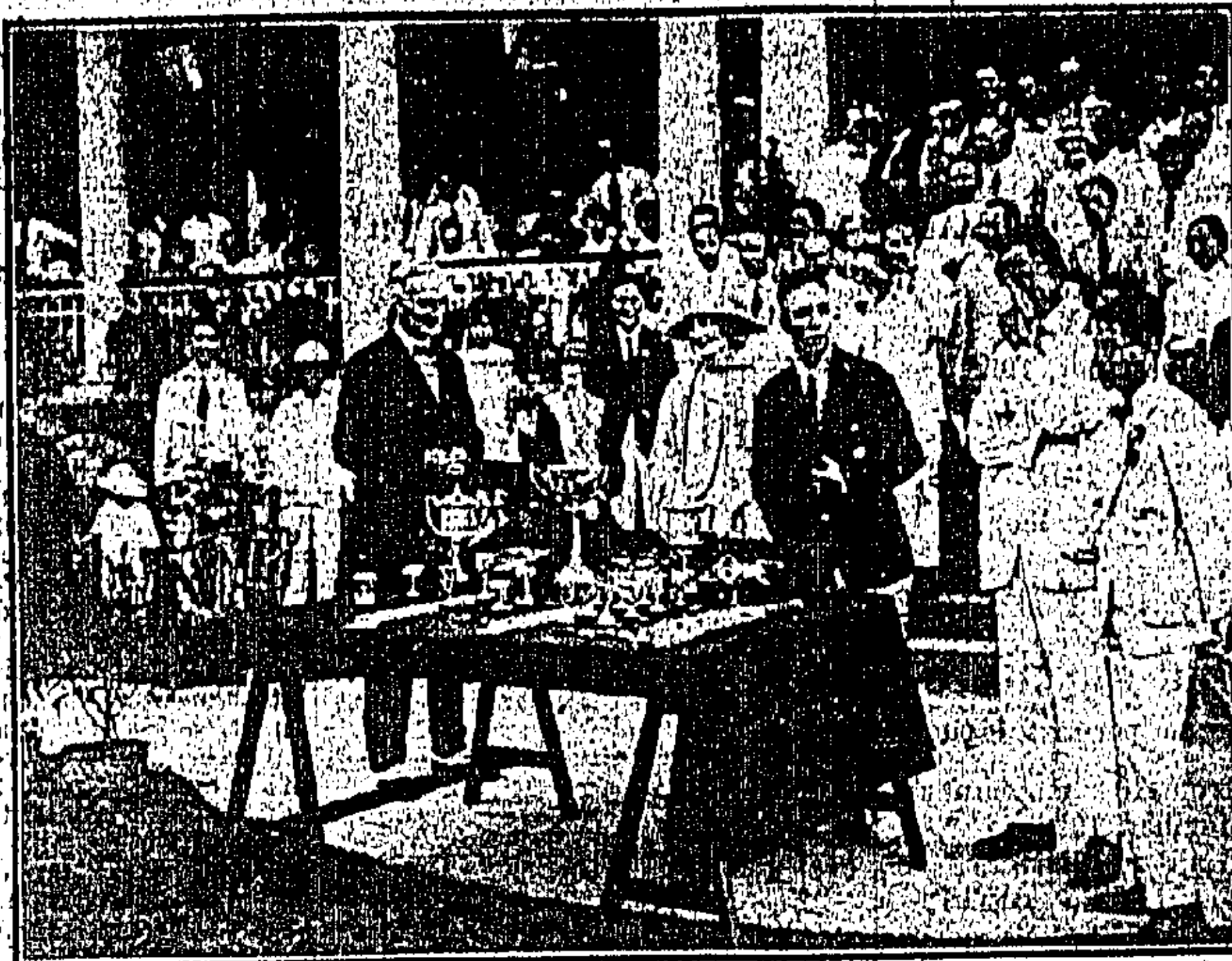
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By Swan

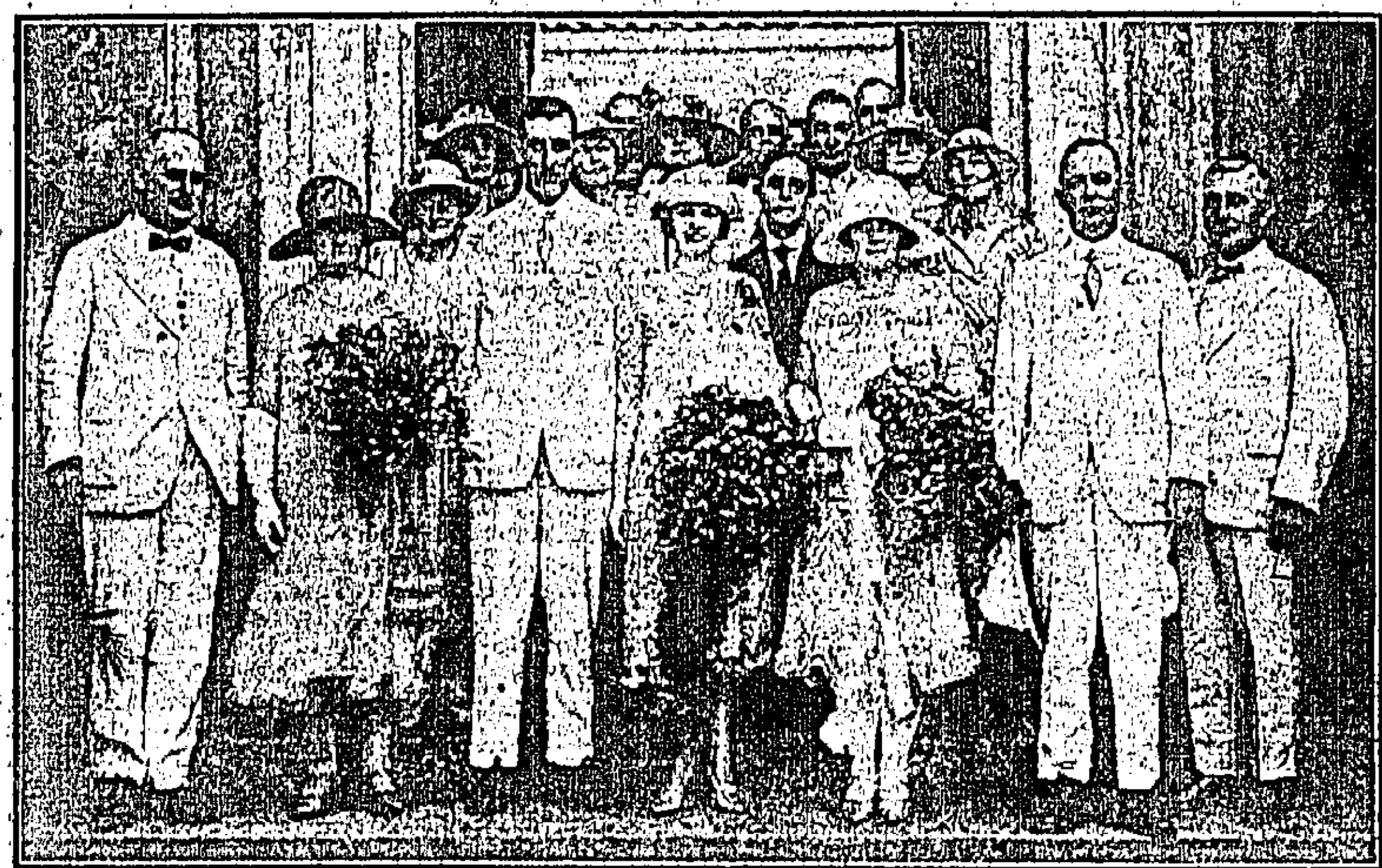




His Excellency the Governor addressing those present at the Chinese Recreation Club's "At Home" on Saturday. (Photo: A. Fong.)



Mr. Ng Sze-kwong speaking at the Chinese Recreation Club's reception held to mark the winning of triple championship honours in the Tennis League. (Photo: A. Fong.)



This picture was taken on the occasion of the wedding of Mr. F. J. Shervell and Miss Maud Smyth, at the Union Church. (Photo: Mee Cheung.)



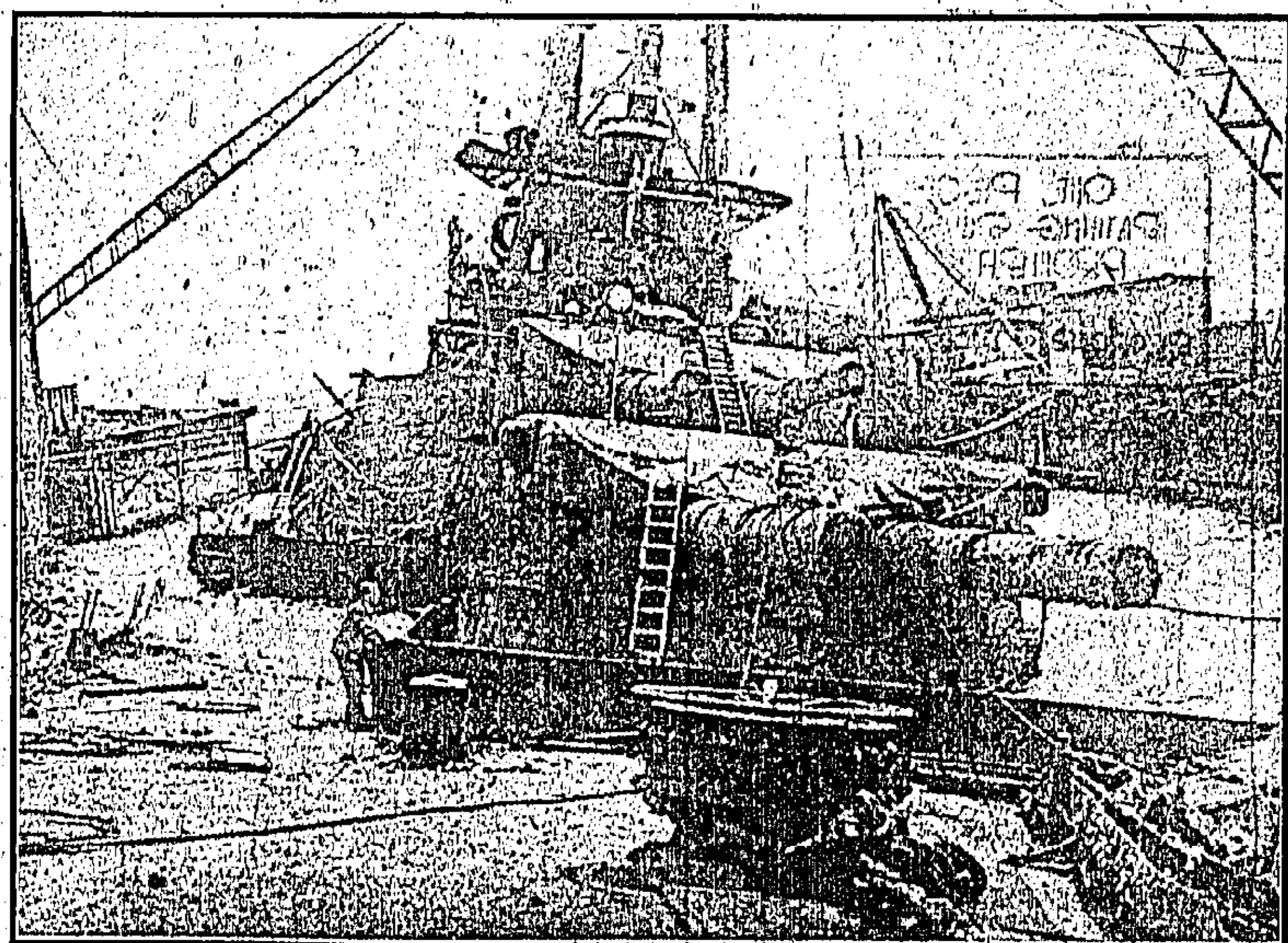
Group taken at the wedding of Sergt. F. C. Ridger, of the East Surreys, and Miss Dorothy Oram. (Photo: Ming Yuen.)



The South China Athletic Association's baseball team which won the local championship. (Photo: Ming Yuen.)



Reception by local Chinese Catholics to Mgr. Celso Constantini, Apostolic Delegate to China, and the six Chinese Bishops-Designate. (Photo: A. Fong.)



The forepart of the battery deck of the German battle cruiser, Hindenburg, scuttled in 1919, which is being salvaged off the Orkneys.



Miss Belle White, the English diving champion, making a 50-foot dive at Torquay.

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& Co., Ltd.

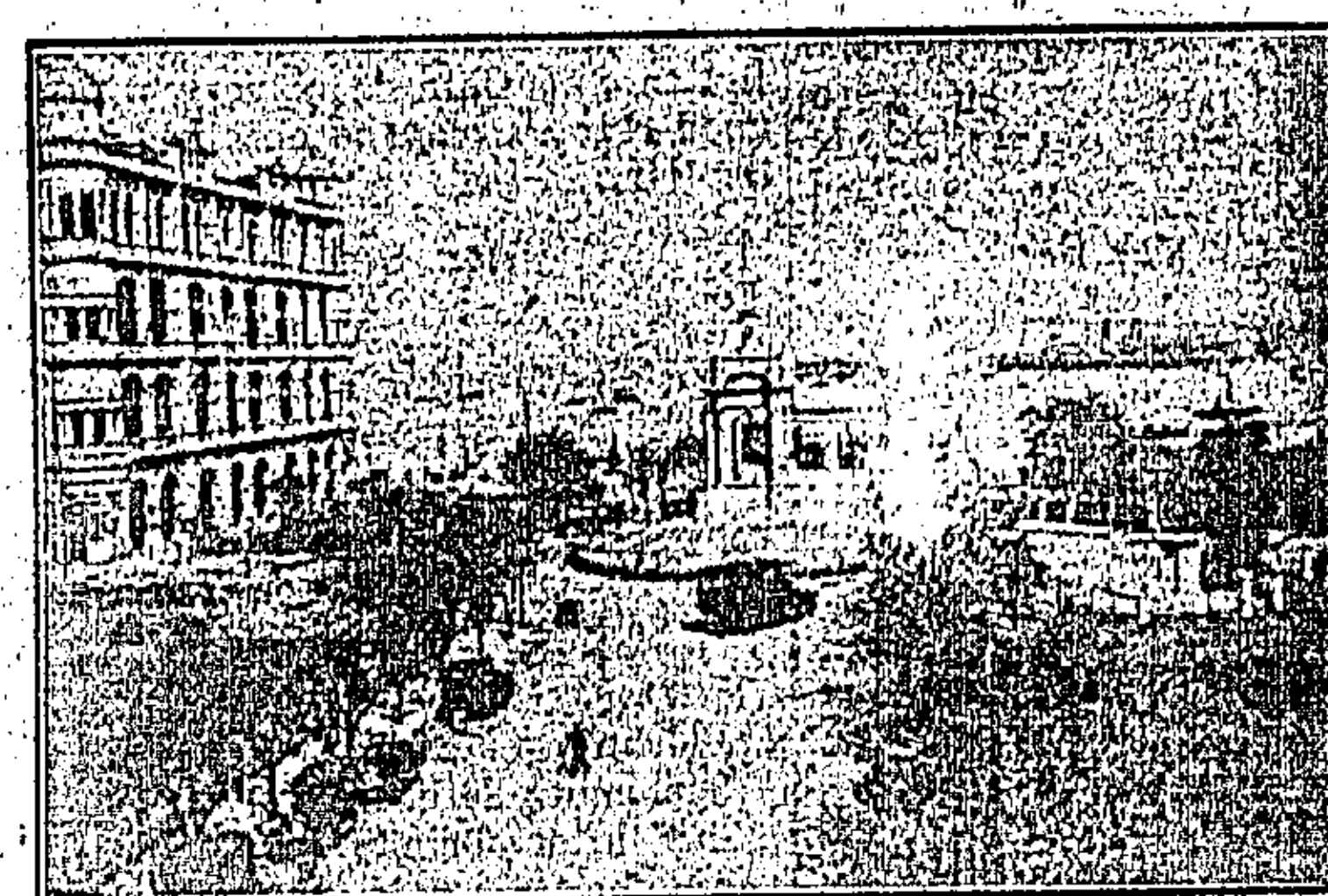
MEN'S WEAR SPECIALISTS
Alexandra Building Des Voeux Road.

YE OLDE PRINTERIE LIMITED.

PRINTERS WHO UNDERSTAND
HOW PRINTING SHOULD LOOK.
BOOKBINDERS WHO BIND AND
MAKE BOOKS THAT LAST.

CHINA BUILDING BASEMENT
Entrance Facing QUEEN'S THEATRE
Telephone 3797.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00 each

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

NEW INSTITUTE OF PHYSICAL CULTURE BY NINA KAMPER

(Doctor of Medicine, Graduate of Gymnastic Institute and Ballet School, Moscow.)

Swedish and Plastic Gymnastics; Classical, National and Plastic Dances (by methods of the Russian Imperial Ballet School.)

SPECIAL CLASSES FOR CHILDREN.
At No. 506, Nathan Road, Kowloon.

WHITEAWAY'S FOR KNITTING WOOLS

The "Wonder" Knitting Wool
4 PLY.

The "Wonder" is a 4-ply Knitting Wool that has popularised itself by its soft yet strong quality, the warmth it imparts to garments, and its extremely low price which brings it within the reach of everyone.

ONE OF WHITEAWAY'S STANDARD VALUES

"Wonder" Wool means endurance soft comfort and the best economy. Supplied in fashion's new shade.

STANDARD
VALUE
PRICE \$2.50 lb.

FRESH STOCKS OF ALL MAKES OF WOOLS

Just Received

GET YOUR SUPPLIES EARLY

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1892, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
526, 32, 33, 72, 79, 45, 49,
80, 82.

SPANISH LANGUAGE TUITION.

PROFICIENCY guaranteed in six months. Madrid University Professor. Individual tuition in Hongkong \$15.00. Collective classes \$12.00 monthly. Kowloon Night School individual classes \$12.00, collectively \$10.00 monthly. Chinese collective classes only, \$8.00 monthly. Apply Post Office Box No. 635.

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with Children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

LOST.

LOST: Between Humphrey's Building and Star Ferry on 20th, one Velvet Apron with medals. Finder reward on returning to 11, Cameron Road, Kowloon, Tel. K.502.

FOR SALE.

FOR SALE.—Arriving per s.s. "President Jackson" on 28th instant FRESH AMERICAN PEARS, Koon Tai & Co., 24, Des Voeux Rd., C. Tel. C.417.

OFFICE TO LET.

In Hongkong Bank Annex, Fourth Floor, 4a Des Voeux Road Central.

Apply

Secretary,
HONGKONG, CANTON AND
MACAO STEAMBOAT
CO., LTD.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Namaze.

TO LET.—GROUND FLOOR Offices, near Kowloon Ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—One FLAT with bath-room kitchen and servant's quarter electric light and bell. Apply 83, Wyndham Street, first floor.

TO LET.—Three roomed furnished FLAT on Conduit Road, immediate occupation. Rent \$150.00. For further particulars. Apply to Box No. 83, care of "Hongkong Telegraph."

TO LET.—Ground floor of No. 15 and First floor of No. 16, Connaught Road Central (next to P. & O. Building). Suitable for offices, immediate possession. For terms. Apply to S. K. Trust Limited, 29, Connaught Road C. Phone "144."

AVAILABLE midlevel. Best fully furnished bachelor's bedroom leading into modern bathroom, flush, shower, hot and cold water etc. Also verandah with splendid views. With breakfast \$110. breakfast and dinner \$140. Tel. C.4630 Small Investors Share & Real Estate Co.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor, Duddell Street, Hongkong

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 9th October, 1926, commencing at 3.15 p.m. The first bell will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Friday, 8th October, 1926.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

MOTOR CARS ETC.

FOR SALE.—Sunbeam Landauette, 1924 model, recently thoroughly overhauled in London. Inspection at Hongkong Hotel Garage. Apply Deacons.

NEW RALIEGH'S, Triumphs, A.J.S. Indian and Douglas, second-hand Scouts, Triumphs, etc. Spare parts carried. Repairs a specialty. The Motor Cycle Exchange, Kowloon. Tel. K.655.

FOR SALE.—One 1924 Model 5 seater Dodge Car in good running order and condition. Recently overhauled. \$1,150.00 or best offer. For further particulars. Apply K. C. Cobbold, Lieut., care of R. A. Mess, Kowloon, or Duro Motor Company, Kowloon.

H. K. A. A.

A Drivers' Registration Bureau has been formed at this office. Indian and Chinese drivers with good records may be obtained by applying to the

Hon. Secretary,

H. K. A. A.,
Morning Post Building,
Hongkong, Sept. 23, 1926.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, September 26th, 1926, 17th Sunday after Trinity. Holy Communion (8 a.m.), Matins (11 a.m.). Preacher: Rev. G. E. Arrowsmith. Litany for the Sick (12 noon), Evensong (6 p.m.). Preacher: Rev. W. T. Featherstone.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service; at 11.15 a.m., Subject: "Reality." Wednesday Evening Meeting at 8.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

CONSIGNEE NOTICES.

OCEAN STEAMSHIP COMPANY LIMITED
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM and CONTINENTAL PORTS VIA STRAITS.

Consignees per Company's Steam,

"ASTYANAX,"

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd September.

Optional cargo will not be landed here, unless notice has been given prior to its arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th September will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 18th October or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 23, 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
the 27th September, 1926,
commencing at 11 a.m.
at NO. 5B, PRAT BUILDING,
Prat Avenue, Kowloon.

A Quantity of Valuable Household Furniture (Particulars as per catalogue)

On View from 10 a.m., Sunday, the 26th September, 1926.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Deacons to sell by Public Auction, on TUESDAY,
the 28th September, 1926,
commencing at 2.30 p.m.,
and
the 29th September, 1926,
on WEDNESDAY,
commencing at 11 a.m.,
at No. 12, Branksome Towers,
May Road.

The Furniture and Private Effects of the late Dr. J. C. Dalmauoy Allan, comprising:—
Teak hat-rack with bevelled mirror, Mirrors, Chesterfield couch and Chairs, Tapestry covered Armchairs and Chair, Overmantel, Tables, Carpets, Curtains, Water-colours, Pictures, Statues, Brass fenders, Brass ornaments, Electric light fittings, Books, etc., etc.

Teak Sideboard, Teak dining table, Teak and Cane seat dining chairs, Teak Glass Cabinet, Dinner service, Cut glass, Glass-Ware, Silver-ware, E. P. ware, Teak Ice Chest, Ceiling and table fans, Ceiling and table lights with silk shades, Linen, etc., etc.

Teak, Brass and iron bedsteads with spring mattresses, Mattresses, Teak wardrobes with bevelled glass doors, Teak and marble top dressing table, Washstands, Toilet set, Teak chest-of-drawers, Glass cases, Clothes hangers, etc.

also
Chinese curios (porcelain, ivory, jade) old pictures, old embroideries, cameras, binoculars, etc., and
One Cottage piano by Moutrie.
One Electric Victrola.
One Canteen set (community plate).

also
A Quantity of Blackwood-ware, comprising:—
Joss table, Ma Jong table, Chairs, Stools, Teapots, Opium stools, Jardinieres, Curio cabinet, Wardrobe, Flower stands, Corean cabinet, etc.

(Most of the Furniture by Lane, Crawford Ltd.)
Catalogues will be issued.
On View from Sunday the 26th September, 1926.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

NOTICE.—Owing to the large number of lots it has been necessary to have a TWO DAYS SALE. Please note the times as stated in the above advertisement.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 30th September, 1926,
commencing at 2.45 p.m., at No. 56B Nathan Road, 1st Floor (Opposite Orient Building).
A Quantity of Valuable Household Furniture.

Comprising:—
Tapestry Covered Couch and Armchairs, Dining Table and Chairs, Sideboards, Teapots, Crockery, Double and Single Teak Beds, Teak Wardrobes, Dressing Table, Washstands, Ceiling and Table Fans, Electric Fittings, etc.

also
Two Cottage Pianos.
Several Rolls of New Mattings and Carpets, etc.

One Tame Monkey (Young).
On View from Wednesday, the 29th September, 1926.

Catalogues will be issued.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, 25th Sept., 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

THEATRE ROYAL

Under the Distinguished Patronage of H.E. the Governor and Lady Clementi.

September 30th at 9.15 p.m.

An excellent and varied programme has been arranged in aid of the

M. C. L.

Booking at Moutrie's
Tickets \$2. and \$1.
Soldiers & Sailors in
uniform Half Price

“To think that they call that a climbing plant!”
Pete Mele, Paris.

STAR THEATRE

9.15—Commencing Monday, September 27th—9.15

RETURN OF HONGKONG'S FAVOURITES

DICK NORTON

presents his

NEW

GLOBE TROTTERS

COMPANY

9—CLEVER ARTISTES—9

A brilliant combination specially selected from the principal London Theatres, continental cabarets etc.

IN

NEW SONGS DANCES MUSIC SKETCHES PLAYETTES etc., etc.

CHANGE OF PROGRAMME ALTERNATE NIGHTS

Prices \$3, \$2 & \$1.

Plans now open at Moutrie's and Star.

CONSIGNEE NOTICES

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

For Straits, Colombo, Australia, Bombay, Egypt, Mediterranean Ports and London.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship

"NELLORE"

Captain A. H. Hignett R. N. R. carrying His Majesty's Mails, will be despatched from this port on or about Wednesday the 28th Sept. 1926 at Noon taking Passengers and Cargo for the about Ports. Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars apply to MACKINNON, MACKENZIE & COMPANY, Agents.

Hongkong, 22nd Sept. 1926.



"To think that they call that a climbing plant!"
Pete Mele, Paris.

POST OFFICE NOTICE

NOTICE

Wireless Service between Hongkong and Canton is resumed. At the request of the Director General of Posts, Peking, the 23 lbs. Parcel Post Service with China has been postponed until 1st October, 1926.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

With reference to the Regulation published in the Gazette of the 10th September, concerning the issue of receiving station licences under the Wireless Telegraphy Ordinance, 1926, it has been decided that the present arrangements will be allowed to continue until the 31st of December, 1926, and that receiving station licences will not be issued upon until 1st January, 1927.

Applications for the grant of receiving station licences may be made to the Postmaster General on or after 1st November, 1926, and any licences issued between 1st November and 31st December, 1926, will take effect as from 1st January, 1927.

INWARD MAILS.

From	Per	Date
Japan, Shanghai and Europe via Siberia	Hakusan Maru	September 25.
Europe via Nogeapatam (Papers only)		
London 26th August	Taiwan	September 26.
U.S.A. Honolulu, Japan and Shanghai	Pres. Garfield	September 27.
Amoy	Van Cloon	September 27.
Shanghai	Soochow	September 27.
U.S.A. Canada Japan and Shanghai	Pres. Jackson	September 28.
Saigon	Angkor	September 28.
Shanghai	Angers	September 28.
Japan	St. Albans	September 28.
U.S.A., Honolulu, Japan & Shanghai	Pres. Wilson	September 30.
Straits	Alipore	September 30.
Australia and Manila	Arafura	October 4.
Australia and Manila	Arafura	October 4.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.	President Madison	Sat., Sept. 25.
	Parcels	Noon
	Registration	2.45 p.m.
	Letters	3.30 p.m.
		(Due Victoria, B.C. 14th October.)

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)

Haiphong	Songbo	Sat., Sept. 25, 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Sept. 26, 9 a.m.
Amoy	Tijmanock Moon	Sat., Sept. 27, 12.30 p.m.
Amoy	Sinking	Mon., Sept. 27, 5 p.m.
Manila	Pres. Garfield	Mon., Sept. 27, 5 p.m.
Sandakan	Hinsang	Tues., Sept. 28, 12.30 p.m.
Shanghai and Japan	Angkor	Tues., Sept. 28, 1.30 p.m.

Bangkok	Kingyuan	Tues., Sept. 28, 2 p.m.
Straits and Bombay	Nellere	Wed., Sept. 29, 10.30 a.m.
Shanghai	Loansang	Wed., Sept. 29, 10.30 a.m.
Straits	Wan Cloon	Wed., Sept. 29, 2 p.m.
Shanghai	Shantung	Wed., Sept. 29, 5 p.m.
Amoy	Kiungchow	Wed., Sept. 29, 5 p.m.
Shanghai	Soochow	Wed., Sept. 29, 5 p.m.
Hohow and Haiphong	Mingsang	Wed., Sept. 29, 5 p.m.
Formosa	Hangsang Thurs.	Sat. 30, 10.30 a.m.
Shanghai	Shantung	Fri., Oct. 1, 5 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	St. Albans	Fri., Oct. 1.
	Parcels	Noon
	Registration	1.45 p.m.
	Letters	2.30 p.m.
		(Due Thursday Island, 15th October.)

Straits, Ceylon, India, Mauritius, E.S. Africa, Aden, Egypt and Europe via Marseilles	Kashgar	Parcels 1st Oct. 5 p.m.
		Registration 1.45 p.m.
		Letters 2.30 a.m.
		(Due Marseilles 20th October.)

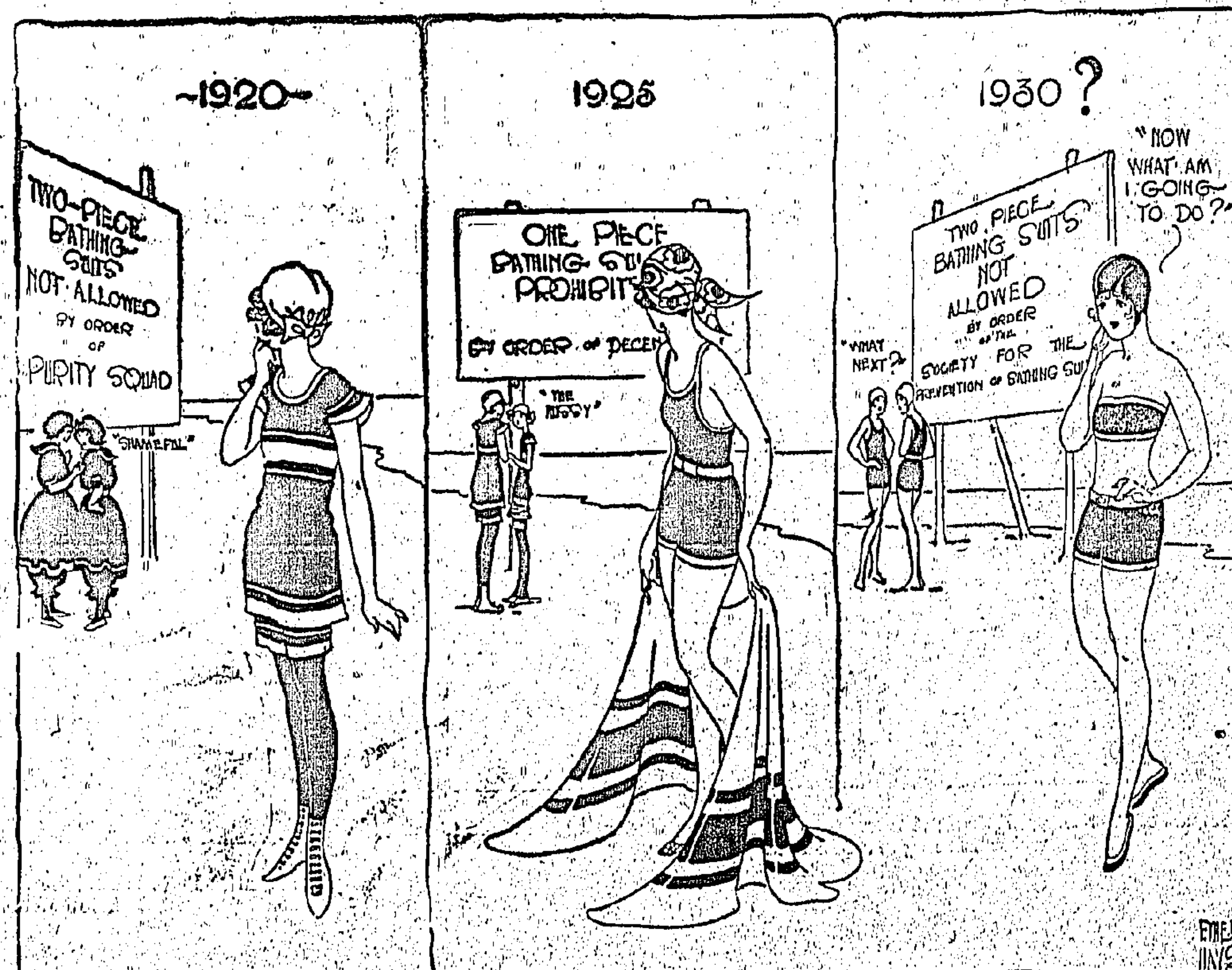
Weihaiwei	Kueichow	Sat., Oct. 2, 2.30 p.m.
Amoy	Kweiyang	Sat., Oct. 2, 5 p.m.
Shanghai	Yingchow	Sat., Oct. 2, 5 p.m.
Straits and Calcutta	Lalsang	Mon., Oct. 4.
	Parcels	Noon
	Letters	1 p.m.
		(Due San Francisco 1st November.)

Amoy	Szechuen	Mon., Oct. 4, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco	Taiyo Maru	Tues., Oct. 5.
	Registration	1.45 a.m.
	Letters	10.30 a.m.
		(Due San Francisco 1st November.)

Straits, Ceylon, India, Mauritius, E.S. Africa, Egypt and Europe via Marseilles	Calchas	Tues., Oct. 5.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
		(Due Marseilles 3rd November.)

*Correspondence bearing vessel's name only.

EVOLUTION OF THE BATHING SUIT.





Firestone

GUM-DIPPED BALLOONS FOR MOTORCYCLES

This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C 1246 or 1247

A TAX ON PETROL.

II.—AN UNEQUAL BURDEN.

I shall now show how a petrol tax amounting to 1s. a gallon (it could hardly be less if the expenses of the Inland Revenue and the petrol companies have to be covered) would operate unfairly against the commercial user, how it would raise costs against all consumers, and why it would eventually break down. In the first place, a petrol tax offends the accepted principle of taxation, which is capacity to pay. The man who travels regularly by railway to earn his livelihood is given the benefit of the cheap season ticket. The man who uses his car for business purposes is, under the existing vehicle tax, in effect paying a smaller tax having regard to his relatively large usage of the roads. The motorist who is using the roads comparatively little, who owns two or more cars but only uses one at a time, who in effect is motoring for luxury or pleasure, is precisely the motorist who can afford to, and under the vehicle tax does, pay more. In fact, Mr. Churchill has already differentiated against the "pleasure" motorist by claiming for the State the equivalent of the vehicle duty which he pays as a sort of "sumptuary" tax. Yet this is precisely the kind of motorist whom the petrol tax is intended to benefit. The commercial user under the petrol tax will pay more regardless of this capacity to pay.

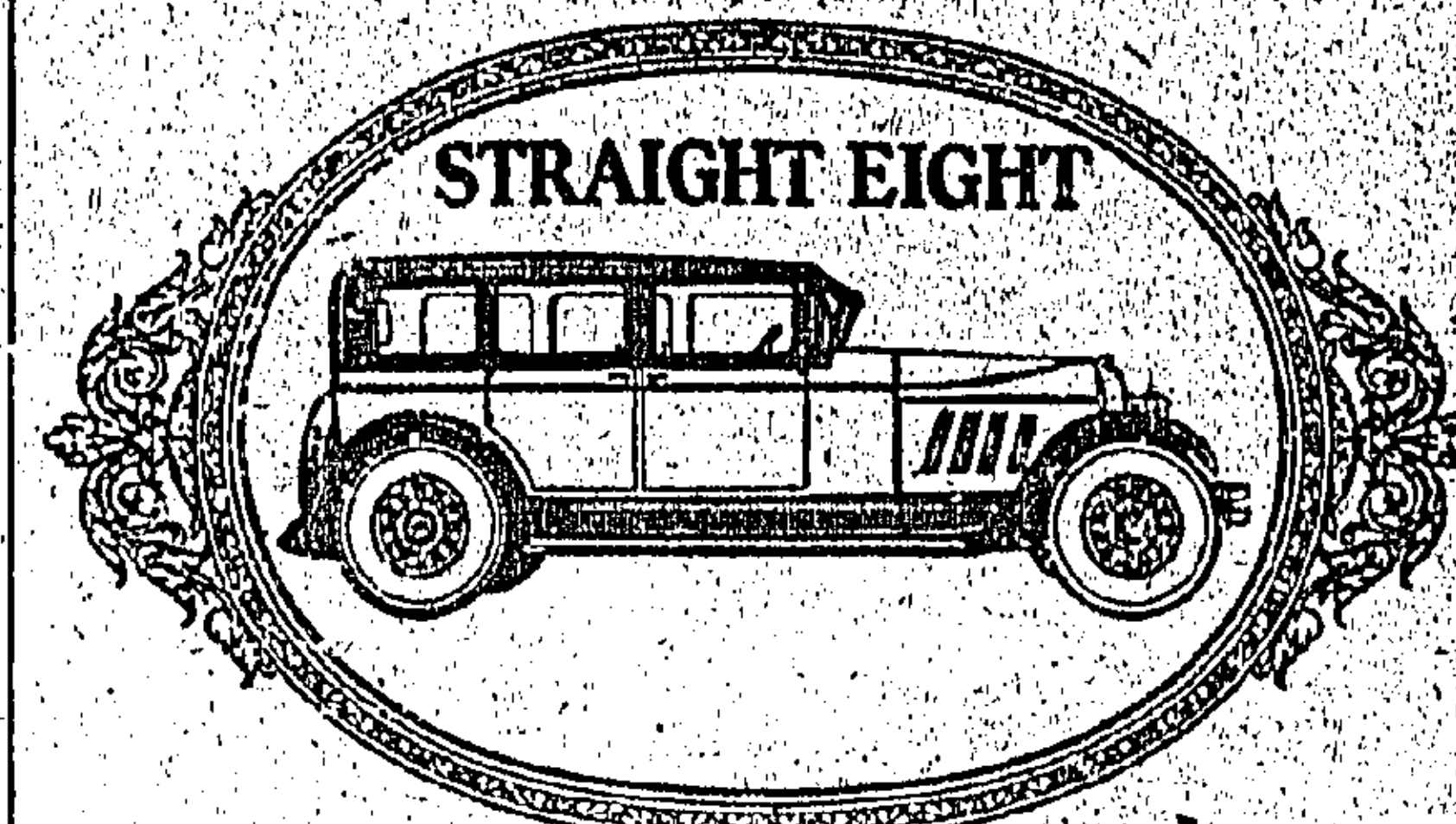
And can it fairly be claimed that a petrol tax would make the payment of a good tax proportionate to road usage? Commercial vehicles running in hilly districts or in large towns where frequent stoppages are imposed by the traffic would use an amount of petrol out of all proportion to their wear and tear of the roads. This particularly applies to the motor omnibus. If the petrol tax were

re-imposed there is no doubt but that motor omnibus fares would be increased, and the wage-earning population, which uses this form of transport, would suffer. Once again, the principle of capacity to pay is offended.

Sir Henry Maybury's Committee even doubted whether the dead weight of a vehicle is a fair index to the wear and tear of roads now that most of the roads in this country have proper foundations. It is the lighter and faster vehicle (in other words, the "luxury" vehicle) which calls for the heavy expenditure on the improvement of surfaces and the widening and better alignment of the roads so that higher speeds can be attained with safety. On this subject the opinion of Sir Henry Maybury, to whom motorists own more than to any other individual in this country for his consistent "good road" policy, commands respect. Sir Henry Maybury is a confirmed opponent of the petrol tax.

These arguments make it clear that the petrol tax would operate unfairly against commercial users of the roads. Secondly, it would raise costs against all consumers of motor spirits. Consider the effects of excluding home-produced benzol from the tax to which Mr. Churchill has apparently committed himself. It may be taken that about 20 million gallons of home-produced benzol are being used by motorists each year. Assuming that on a gallon of benzol a motor vehicle is propelled on an average 10 miles, the exclusion of home-produced benzol from the petrol tax would imply that 200 million car miles would not be contributing towards the wear and tear of the roads resulting from that mileage. That, in fact, would become an extra liability on all petrol users. Moreover, the prices of benzol and benzol mixtures would be advanced by the equivalent of the petrol tax. Benzol mixtures are sold in the market at always a little more than petrol so that if under the petrol tax the prices of petrol were advanced by 1s. a gallon, the prices of benzol mixtures would be similarly advanced. As is usual in this form of protection prices would rise against the consumer without any benefit being conferred. The tax distillers, who manufacture the benzol, would pocket the 1s. per gallon, and would probably be able to produce little additional benzol for the subsidy they would be receiving. The price of pure benzol would also be advanced by 1s. a gallon, for if pure benzol remained down while benzol mixtures were advanced the motorist would refuse to buy the mixture and would buy pure benzol to do his own mixing. This second argument proves that all petrol users would have to pay so much more by reason of the exclusion of benzol, and all benzol users would have to pay the equivalent of the petrol tax as a kind of subsidy to the benzol producers.

There is also the case to be considered of the users of petrol and benzol in industries apart from the roads. Petrol is used in a greater variety of ways than it was when the petrol tax was originally imposed. The internal combustion engine is used for all sorts of power purposes apart from



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

人理代售方南國中及港香

行洋信先

五九號下樓十中舖西樓

號一四零一六總路

舊即索山 本銀目價

Full Particulars from:—

The UNIVERSAL AUTO SUPPLY Co.

61, Des Voeux Road, Central.

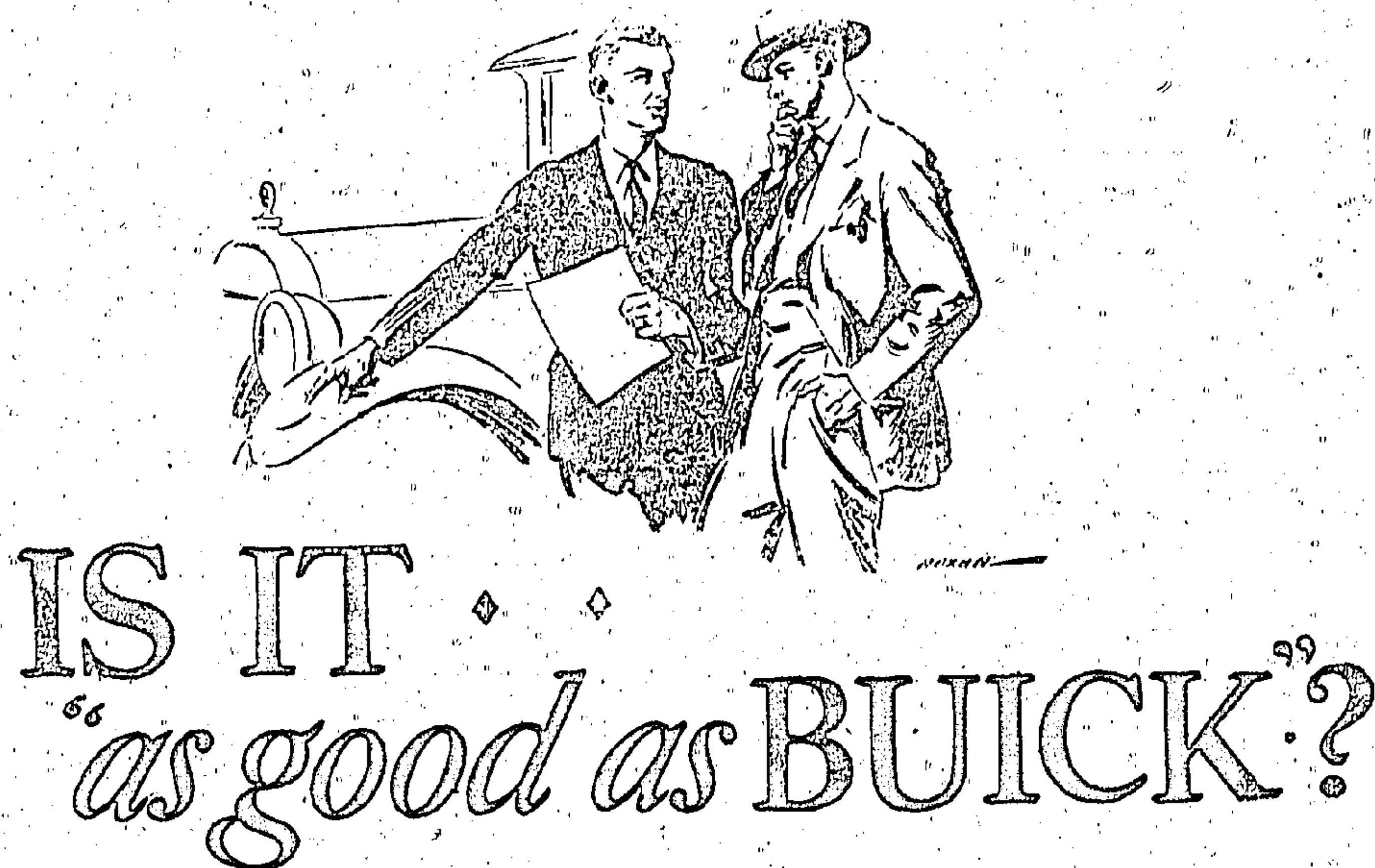
FOR TYRE WEAR.

It is said that a German formula to increase the wearing qualities of automobile tyres has been taken to the United States and will be used in tyre manufacture.

MORE BAY STATE AUTOS.

All previous records for motor car registration in Massachusetts have been broken this summer when registration records passed the 600,000 mark.

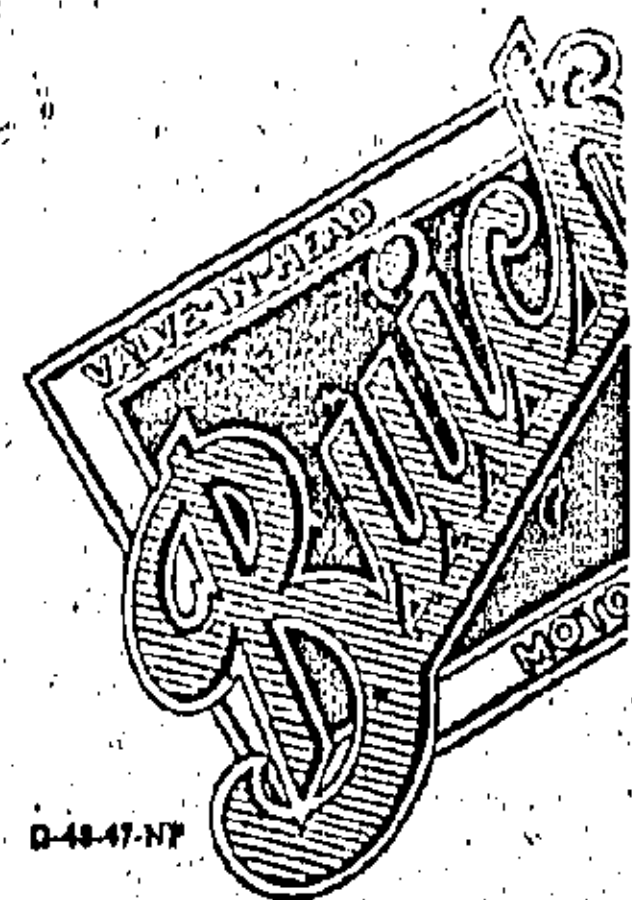
My general conclusion is that with a petrol tax, even if it would work, which is doubtful, some motorists would gain, while others would lose. Those would gain who least deserve to, and those would lose who could ill afford to. Let each motorist work it out on the basis of 1s. a gallon tax. If he pays £15 tax now and uses 500 gallons of petrol, he would pay £25 under a petrol tax. If he is wealthy and owns two or more cars, he would score, while the commercial user would lose heavily. Costs would increase in many more industries than transport. Above all, it is clear that in the aggregate more money would come out of the motorists' pockets to pay for a petrol tax than is now raised by the present system of vehicle taxation.



Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?



When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

BUICK MOTOR COMPANY, FLINT, MICHIGAN

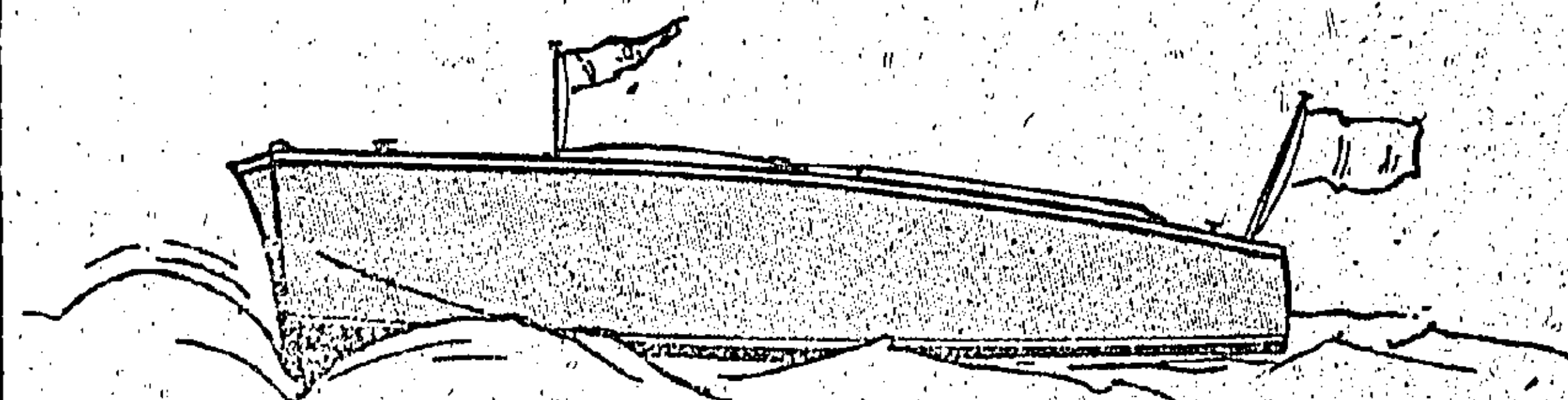
Division of General Motors Corporation

The Better BUICK

Demonstrations gladly given by

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Voeux Road. Telephone Central 1030.

16 KNOTS



AILS CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.
Speed, over 55 miles per hour.
Acceleration, 5 to 30 miles in 13 seconds.
28 or more miles to the American gallon.
250 miles to quart of oil.
20,000 miles to a set of tyres.
Four wheel mechanical brakes.
Irreversible Steering.
56-inch tread.
Conventional springs.
29 x 4.40 Cord Balloon tires.
Engine developing 31 horsepower.
Remarkable acceleration.
Low hump body of very pleasing lines.
Finished in Blue lacquer.
Ample room for passengers.
Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

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VIEWS from the DRIVER'S SEAT

CONCERNING THINGS MET WITH
ON THE ROAD
By G. E. Moore
(By special arrangement with
The Morris Owner)

Have you ever noticed the subtle change in yourself after you have stepped from the pavement into the seat of your car? No doubt you have, but perhaps you have never given it any thought. Yet undoubtedly there is a change—difficult to analyse, but certainly one which causes your attitude towards the world in general to undergo modification.

THAT "SUPERIOR" FEELING.

Probably the feeling of independence (even though you are merely a passenger, or the car not your own) plus the power of rapid exit from the immediate surroundings, have a lot to do with the metamorphosis. I think all of us must at times plead guilty to a natural glow of superiority when starting off in a public place, especially if "she" makes a really good get-away and is looking her best. Of course, with no other car in the offing there is much more *empressment*—but black, there are so many rivals nowadays, confound 'em, that one hasn't much chance!

The immense growth in the motoring public has often made me speculate upon the inevitable effects which must accrue. I am sure that the generation ahead will certainly be influenced, but it would require an H. G. Wells adequately to forecast *how*. Propulsive aid is bound to become a habit, a necessity; and this tendency must surely be manifesting itself already in the U.S.A.

THE DRIVER'S POINT OF VIEW.

However, it is not my purpose to enlarge upon such possibilities. I do wish to say a few things about one's attitude and outlook from the seat of a car—the motorist's-eye view, so to speak. I write as one who drives a car daily. A passenger sitting next to the man "at the wheel" can respond and sympathise with him to a certain extent—but that is all; while those behind merely get slight hints of the psychological and other crises which are occasioned in front!

The driver, of course, is pre-occupied with the business of controlling the motive power and guiding the car. This puts him in a very different position as regards road events in relation to the car. And this creates a feeling or instinct which is peculiarly his own, with the result that his actions (and, regrettably, his language too) may at times become incomprehensible or alarming to the other occupants of the car. It is both disturbing and educative to change from the driver's seat in a car which one habitually handles.

I could write a great deal about policemen. This might be classified as follows:—

(a) What one would like to say in approval.

(b) What one would like to say in disapproval.

(c) What one would like to say in disapproval, but which would touch on such primitive feelings as to defy coherent expression.

I take off my hat to one traffic director in particular. Stationed at a busy cross-roads in a city, he exercises such skill and courtesy concerning motor traffic on a steep approach—and with such unmistakable gestures—as to rouse general admiration. While there is another—but he belongs to class (c). One must go warily!

POLICEMEN IN PARTICULAR.

Occasionally there is the vexing encounter with a policeman who suddenly appears when there is a traffic jam (and sometimes for no obvious reason at all). Maybe he is the village policeman, simply bursting to exercise his power. Well, you make a strenuous endeavour to translate his orders, needless to say, without the slightest success. Then the storm bursts! (Admiring local inhabitants draw nigh.)

Policemen always remind me of that delightful verse in "Fronch Without a Blush":—"Fronch, policeman; is it far

From the Zoo to Theydon Bois?"
Said the bobby, "Oo, la la? Pardon! *Je ne connais pas!*"
But, then, if you do want to ask the way, is the valuable bobby to be found? No such luck! Strictly, a motorist ought to meet one quicker than the pedestrian can, but does he?

Still, if you are not sure of your way, and enquire of the nearest local inhabitant, you are sure to be dumbfounded at his utter lack of comprehension. By speaking very distinctly you at last are gratified by a show of interest and by the name in question being slowly and carefully repeated. You will then be surprised to find that the place you want (though quite prominent on the map, and surely within a mile or two) is entirely unknown. Just when you are in despair maybe a stranger to the neighbourhood will pass by. He will at once put you on the right track.

Or perhaps, that strange individual whom I term "the human signpost" will be in the vicinity. At the slightest hint that you are not sure of your way he will leap into the breach and, rapidly waving his arms to all points of the compass and accompanying this with a great wealth of topographical knowledge, completely bewilder you.

LAZY DOGS.

Although I am by no means a hater of the canine species I must admit that as a car-driver my feelings towards dogs become positively murderous at times. There are two kinds: Sleepy dogs which get in your way, and the dogs which regard you (or is it the car?) as an enemy. As regards the first kind, you generally risk a skid or a much more disastrous collision with something else by strenuous efforts to dodge them—and then, having done so, find the owners casting sour looks (or worse) in your direction.

And what of the dogs which, more alert and energetic than the first kind, race alongside and snap at your front wheel? I remember a grim black dog that silently leaped up at the car and eventually knocked away the mirror; and then it dawdled on me that my projecting elbow was his objective! In the same district there is a remarkable number of dogs of all breeds. One day I counted 17 in a 400 yard stretch. Can anybody beat that? But I may yet break my own record.

Then there are those vexing people, the amateur traffic directors, who, generally carrying on an intimate conversation in the middle of a road, thoughtfully give you an O.K. signal which makes you nearly run into somebody coming round the corner. And flagmen, who suddenly awake or appear from hiding-places just too late, and who use both white and red flags with the utmost impartiality! To-day I saw one who held both in one hand—but I had no time to study his tactics. And what of pedestrians who look the wrong way (if they look at all); who are annoyed if you sound your horn at them, and are annoyed if you do not; who never dream of showing their intention; and who change their minds just when all seems clear and you are accelerating?

Other motor traffic occasionally annoys. Sometimes in a traffic jam, when a motor-cyclist worms through and gets clear, I bitterly lament that I am in the car and not on my old motor-cycle. Then there is your immediate predecessor in a car—a car apparently with "the power"—who for some reason meanders on in the middle of the road. Maybe he is "accompanied" (maybe excuse here), but often he is not. Then as you try to go round him on the wrong side, he awakes with a start and down goes his accelerator foot. And then as he forges away and you are finding his horse-power miles superior, ahead you see imminent disaster with other traffic unless you drop behind instantly!

MORRIS ACTIVITIES.

TANKS AND TRACTORS.

Any product of the largest producers of motor cars in Great Britain must in itself be of interest, even if it more or less conforms to the orthodox in scheme and detail. Considerable interest may be expected, therefore, in two vehicles recently introduced by Morris Commercial Cars, Ltd., of Birmingham, each of which is unusual in conception and marks a distinct advance on existing forms of transport. The first and more unusual of these is the Morris Martell One-Man Tank, a unique combination of a war weapon with a vehicle for peaceful purposes, since it is adapted to operate as an ordinary farm tractor under normal conditions, assisted, possibly, by a Government subsidy. The basis of the vehicle is a track unit of the Morris roadless truck carried upon a short rectangular frame, to which is rigidly fixed the engine and transmission, consisting of a standard 15.9 h.p. engine and gearbox unit, epicyclic reduction gear, and worm-driven rear track axle. This construction permits the design of a compact vehicle, and eliminates the necessity for universal joints in the transmission. Steering is effected by two rubber-tyred trailing wheels mounted upon a short axle attached to the rear of the frame by two quarter elliptic springs which impart additional stability to the vehicle, particularly when negotiating steep inclines.

The combination of a standard gearbox and an epicyclic reduction gear gives an exceptionally useful selection of eight ratios, ranging upon 8.33 to 1, to 84 to 1. On the lowest of these an actual drawbar pull of 2 tons is obtainable, coupled with a road speed of some 30 m.p.h. upon top gear.

Normally, it is equipped with a conventional radiator and bonnet, but for belligerent purposes it is readily fitted with a business-like armoured body, the driver being seated upon an elevator seat within a square turret, above which his head projects when the seat is in the high position, and obtaining view through a slot in the turret front when it is in the low position with his head well protected within the turret.

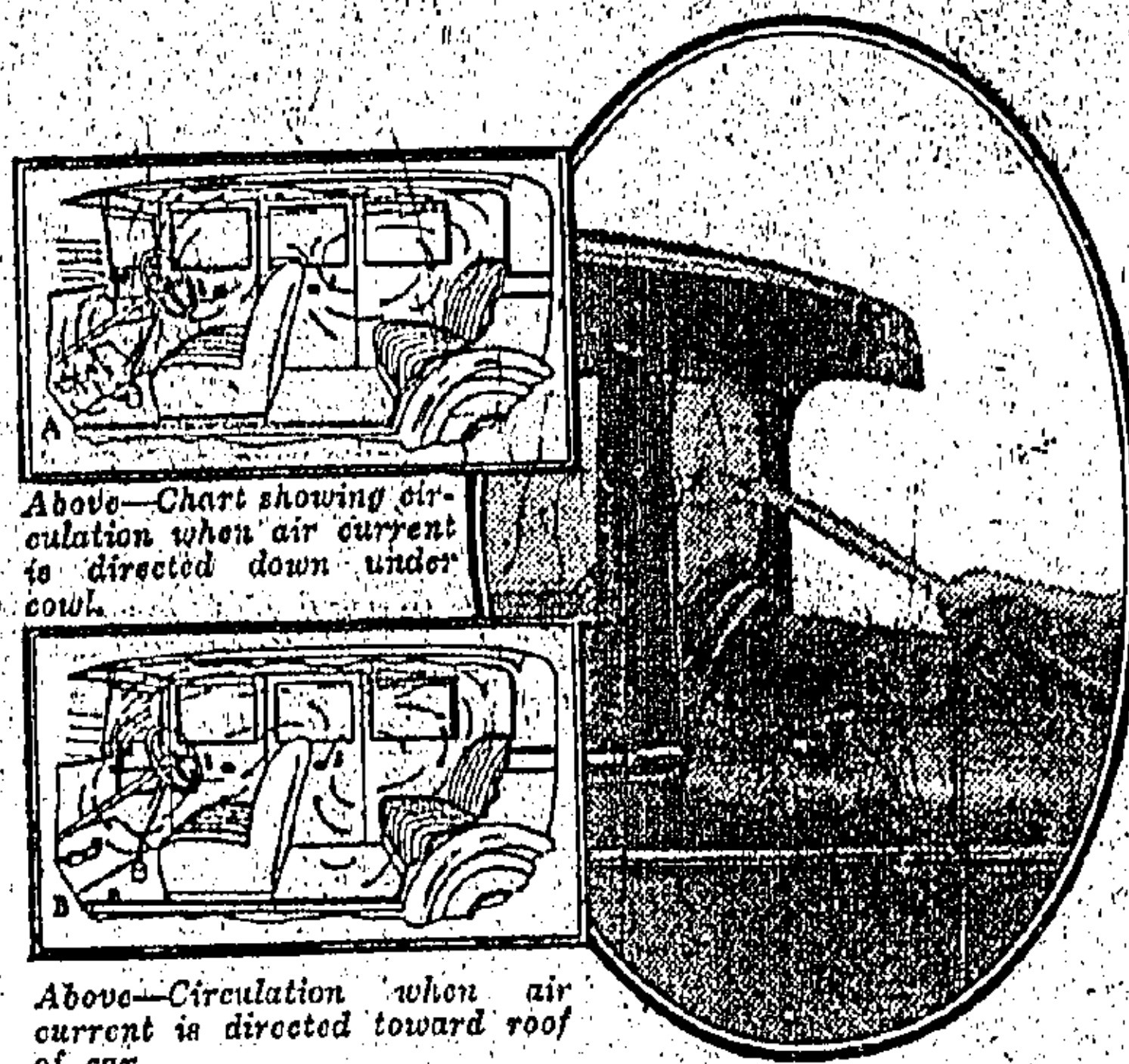
The second product is an exceptionally useful 6-wheeled lorry designed to transport extensive loads over indifferent tracks at relatively high speed. The same power unit as that used on the One-Man Tank and 30-cwt. lorry forms the source of power in this instance, in fact, standard components are used almost throughout its construction. The 4-cylinder engine has a bore and stroke of 80 mm. x 125 mm., giving an R.A.C. rating of 15.6 h.p., and is in unit construction with a 4-speed centrally controlled gear-box. An open type propeller shaft transmits the power to the overhead worm drive of the central axle; from the tail of this worm shaft a short universally joined enclosed propeller shaft conveys the power to the worm drive of the rear axle. The two rear axle casings are attached to the chassis by two parallel inverted semielliptic springs on either side, these springs being fixed to a transverse block which is in turn attached to the chassis frame. Each axle is, therefore, independently sprung, but the suspension is such that each of the four rear wheels support an equal amount of the total load thereby reducing the pressure per unit of road area to a usefully low figure.

In practice, it has been found that the 6-wheeler can successfully operate on ground of a nature totally unsuitable for ordinary car use, and yet retain the ability to reach high maximum speed upon good road surfaces when used thereon. In comparison with vehicles of the "roadless" or "endless track" type, its advantages are considerably increased speed and quieter running.

LITTLE ANIMOSITIES.

But there is no end to the queer animosities and deep feelings engendered. I think that every driver has at least one pet aversion peculiar to himself; quite likely a special remark—such as "I'd like to shoot those buggars" or something considerably more expressive—goes with it. And no doubt we have all earned somebody's opprobrium at one time or another. I know I have. I'm pretty sure it would go hard with me if I had to appear before a jury composed of all those I've held up to scorn here—I suppose even the dogs would claim the right to sit.

WATERPROOF VENTILATING WINDSHIELD.



Above—Chart showing circulation when air current is directed down under cowl.
Upper Right—The windshield is adjusted to permit perfect ventilation, yet even water under full hose pressure cannot force its way into interior of car as hidden troughs carry it off to the ground. The advantage of this feature will be obvious in rain-storms.

A Windshield ventilating system which may be operated just as effectively in a blinding rain as in sunshine is the latest gift of automotive engineering to the motorist and is found in the Custom Sedans recently added to the Studebaker line of motor cars. This system, which makes possible a new degree of motoring comfort, is just as simple in operation as it is effective.

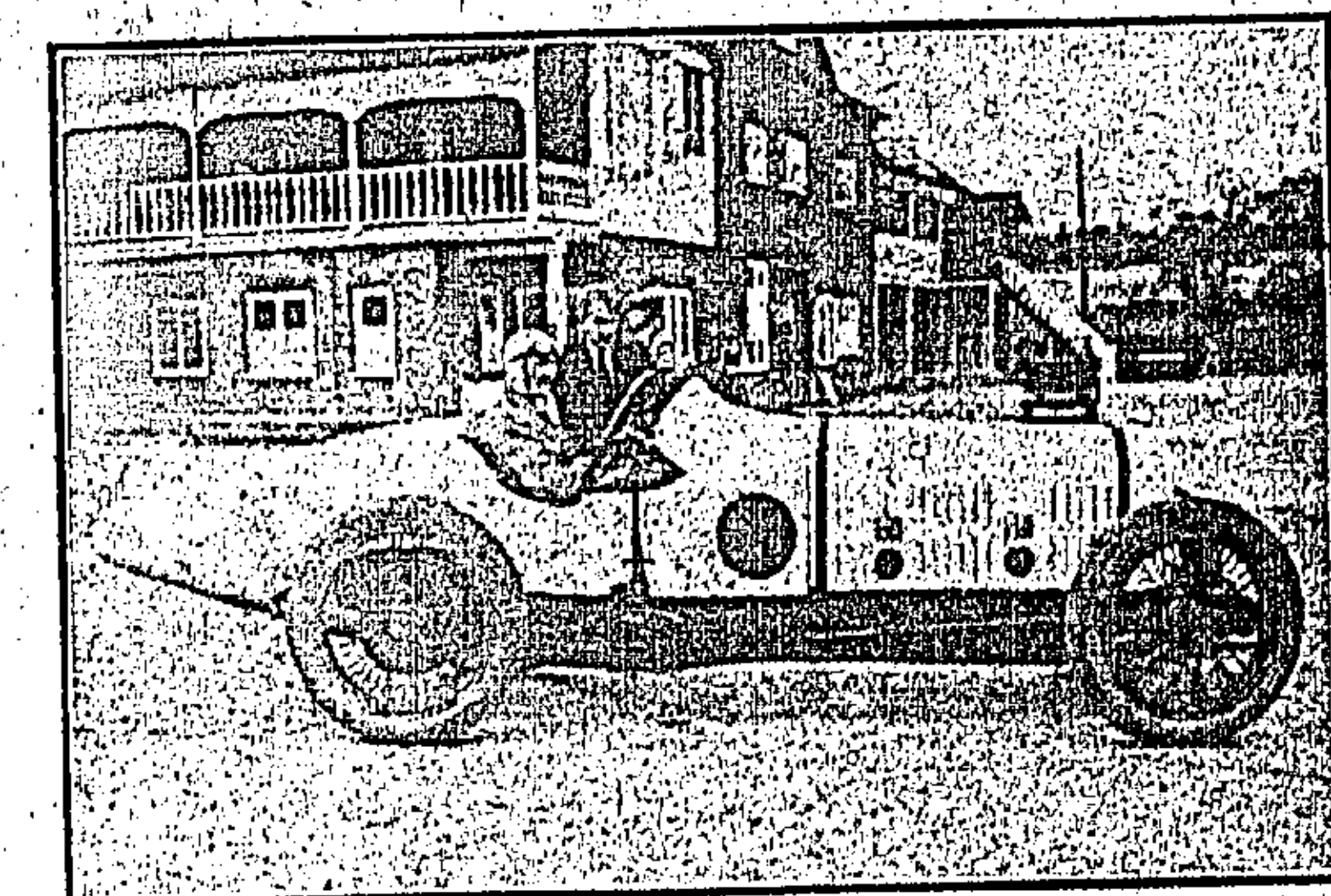
By means of a handle conveniently mounted on the dash of these Custom Sedans, the windshield may be tilted inward and a flood of fresh air directed down under the cowl. But, fresh air is all that may enter the car. Rain is carried off to the ground by troughs hidden beneath the cowl. Even the concentrated stream of a hose cannot drive any moisture past this cleverly devised barrier. In pleasant weather, the air current may be guided toward the roof of the car by tilting the windshield outward, or the shield may be so adjusted as to form an air-

tight barrier against cold. This ventilating system is a guarantee against drafts, for the current is so directed as to circulate throughout the entire car without blowing directly on the passengers.

In a report to the Studebaker Corporation of America, following a series of experiments with the Custom Sedans, Professor J. D. Hoffman, of Purdue University, past president of the Society of Heating and Ventilation Engineers, states that: "at ordinary speeds the air in the Studebaker Sedans will change completely every five minutes."

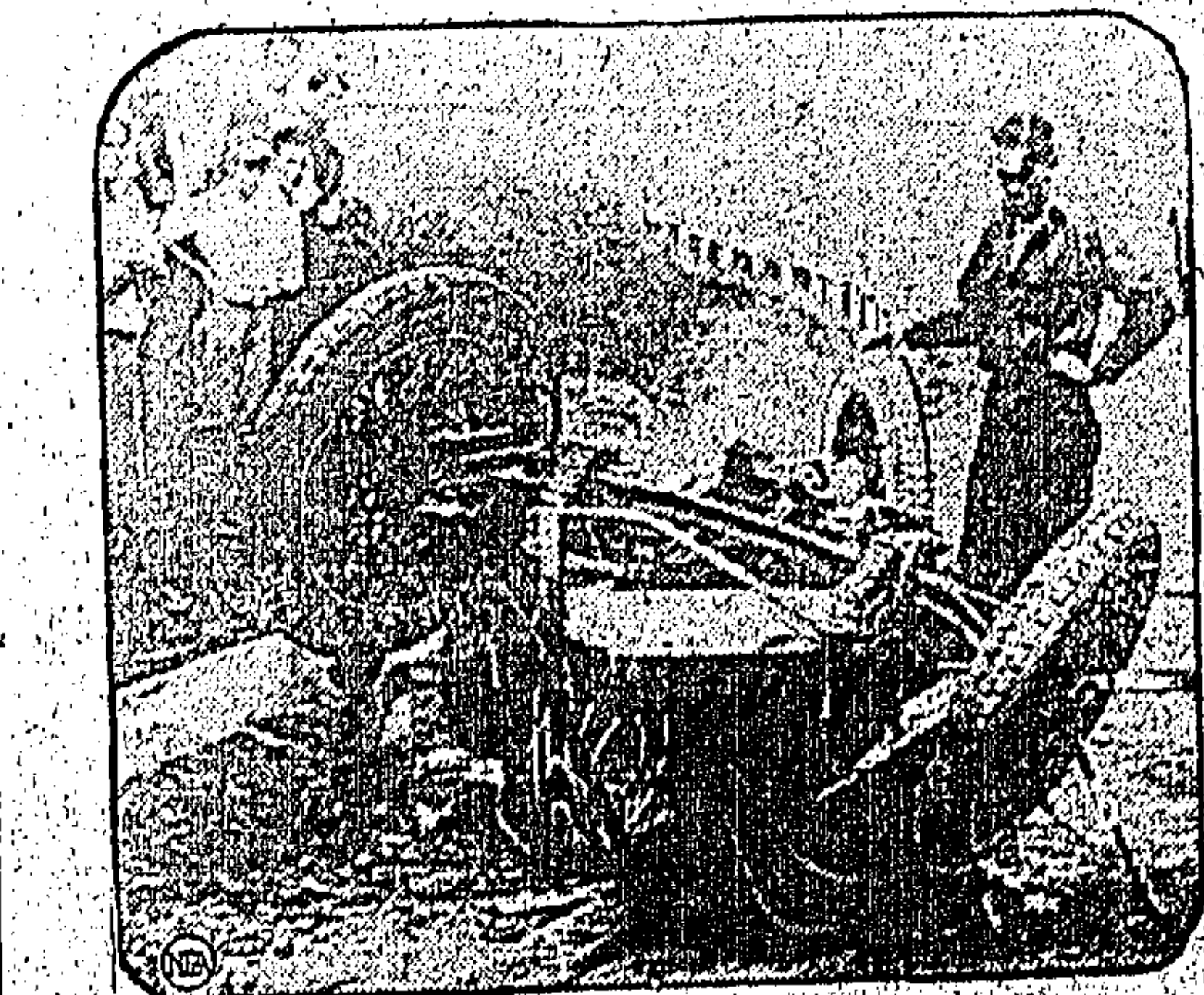
"The windshield is scientifically designed to admit air in ample quantities without draft," Prof. Hoffman continues. "The ingenious arrangement by which it may be adjusted to throw air toward the roof of the car or down under the cowl, is unique. I know of no other windshield which equals it from the standpoint of scientific ventilation."

BRITISH RACING CAR FATALITY.



Capt. R. B. Howey, the British racing motorist, killed at Boulogne when his car, engaged in a speed trial crashed into a group of spectators, one of whom was also instantly killed, while others were injured.
Photo.—Capt. Howey in the car he was driving at Boulogne.

SPEED DEMON'S LAST RACE.



Louis Fink, veteran racing driver, was leading the field as he rounded the turn into the finish stretch at the Langhorne, Pa., track, when the car skidded, crumpled and overturned causing his instant death.

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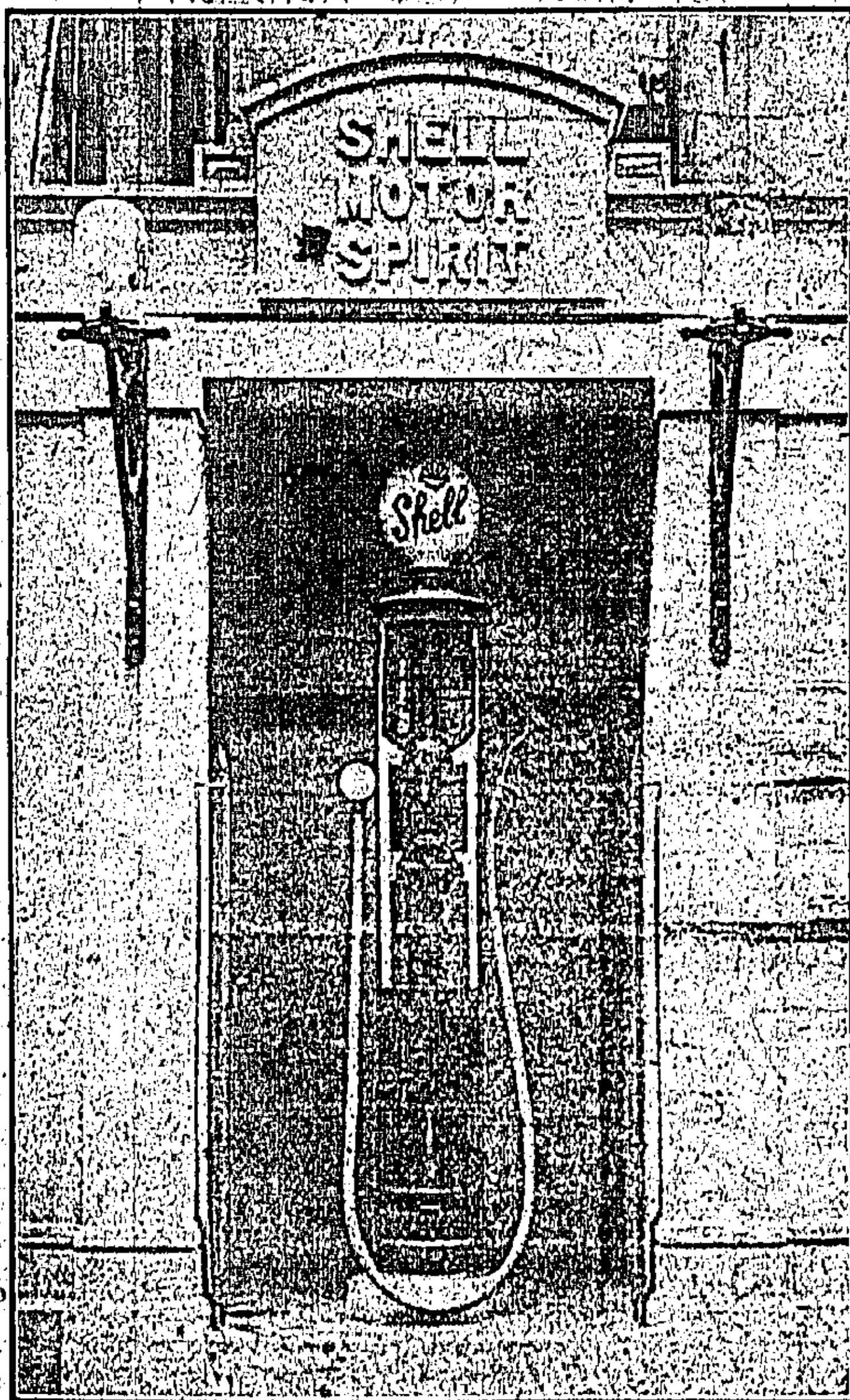
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In the percentage of costly Chrome Vanadium steel used, Dodge Brothers Motor Car out-ranks every other car in the world, regardless of price.

Chrome Vanadium is the ideal motor car steel. Its remarkable toughness and strength is only one important reason why more than 90% of the 1,750,000 motor cars Dodge Brothers have built are still in service.

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THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
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DODGE BROTHERS MOTOR CARS

BRIGHT PROSPECTS.

MOTOR INDUSTRY JUST BEGINNING.

The automobile industry from a world standpoint is just beginning, is the prediction of Mr. Edward S. Jordan.

"There are 20,000,000 motor cars in the United States but less than 5,000,000 in all the rest of the world," says Mr. Jordan. "Half a million American cars were shipped abroad last year and that is going to look like a small figure a few years hence."

"Transportation and communication are the greatest factors in civilized progress. They break down the barriers of custom, language, religion and prejudice, and open up the avenue of trade."

LOWEST COST PER TON MILE.

"Years ago, when Britain dominated the seas, she became a tremendous power and acquired vast wealth because she established the lowest cost per ton mile in sea transportation."

To-day the United States, with approximately three hundred billions of the world's wealth, leads because we maintain the lowest cost per ton mile.

"Motor car dealers and salesmen have not even begun to develop the intensive selling side of the automobile business."

NO SATURATION POINT.

"So soon as they become prosperous in a small way they show a tendency to slow down, giving younger men the opportunity to step in and take their places."

Any young man who wants to start to-morrow in the automobile business can go just so far as he wants to, because the business will never reach the saturation point.

"The export business is in its infancy. The bus business is just beginning to develop, and the motor truck business is only just getting under way."

SATURATION POINT!

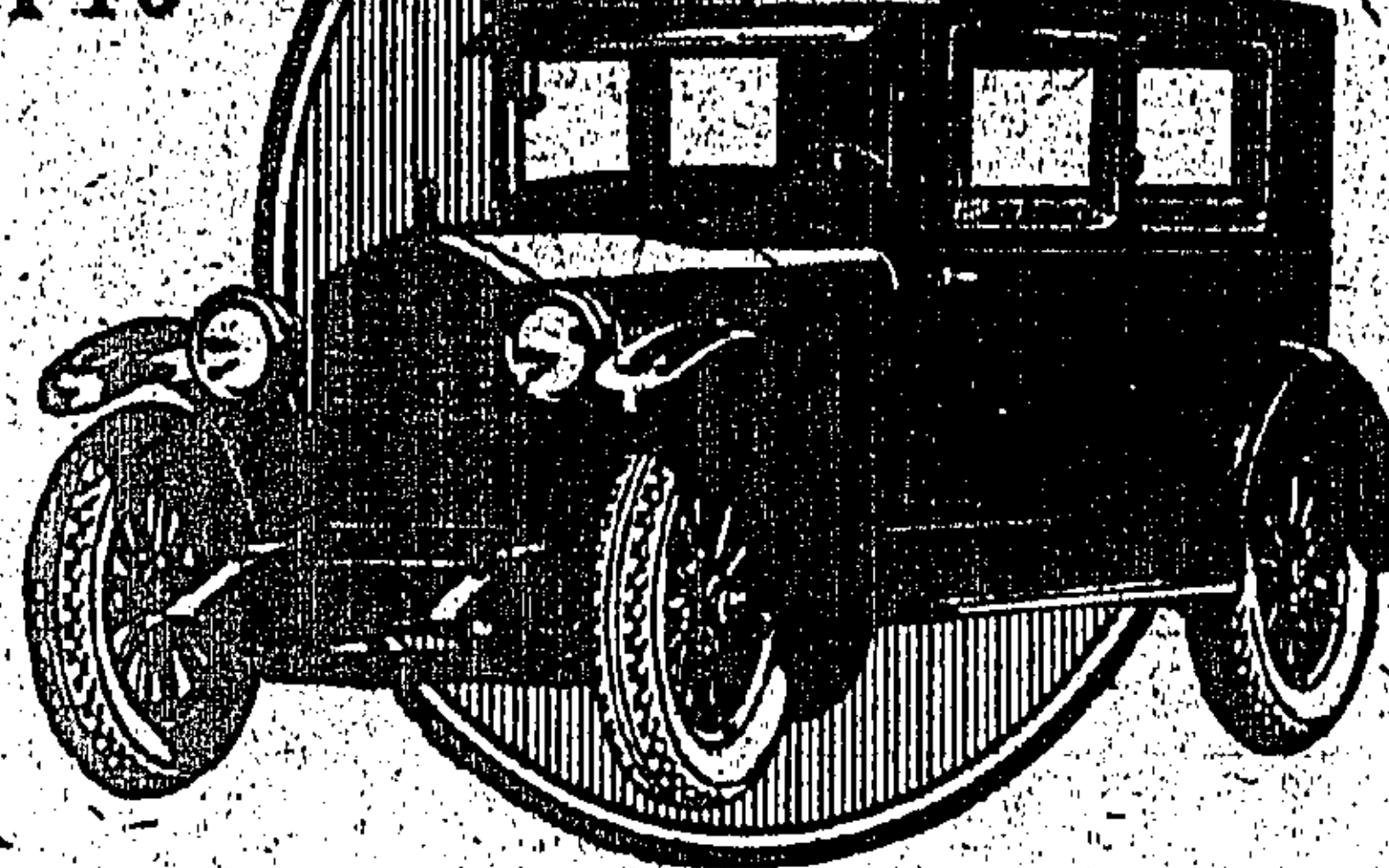
The 20,000,000 cars in the United States are but a foretaste of the volume of business that will develop in the rest of the world," says Mr. Edward S. Jordan, chairman of the Advertising Committee of the National Automobile Chamber of Commerce of U.S.A. "We'll reach the saturation point when every family on the face of the globe has a car and when no car wears out."

FORMOTOR SNOWPLOWS.

The City Council of Boston has authorized a sum of \$432,000 to be spent for snow removing equipment for delivery this winter. About 75 per cent. of this sum will be spent for automotive equipment.

ESSEX "6" COACH

\$2,145



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This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

ESSEX TOURING \$1,995.

All Prices Include Complete Special Equipment.

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Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 3/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement throughout its complete range, than any other stock American motor-car engine.

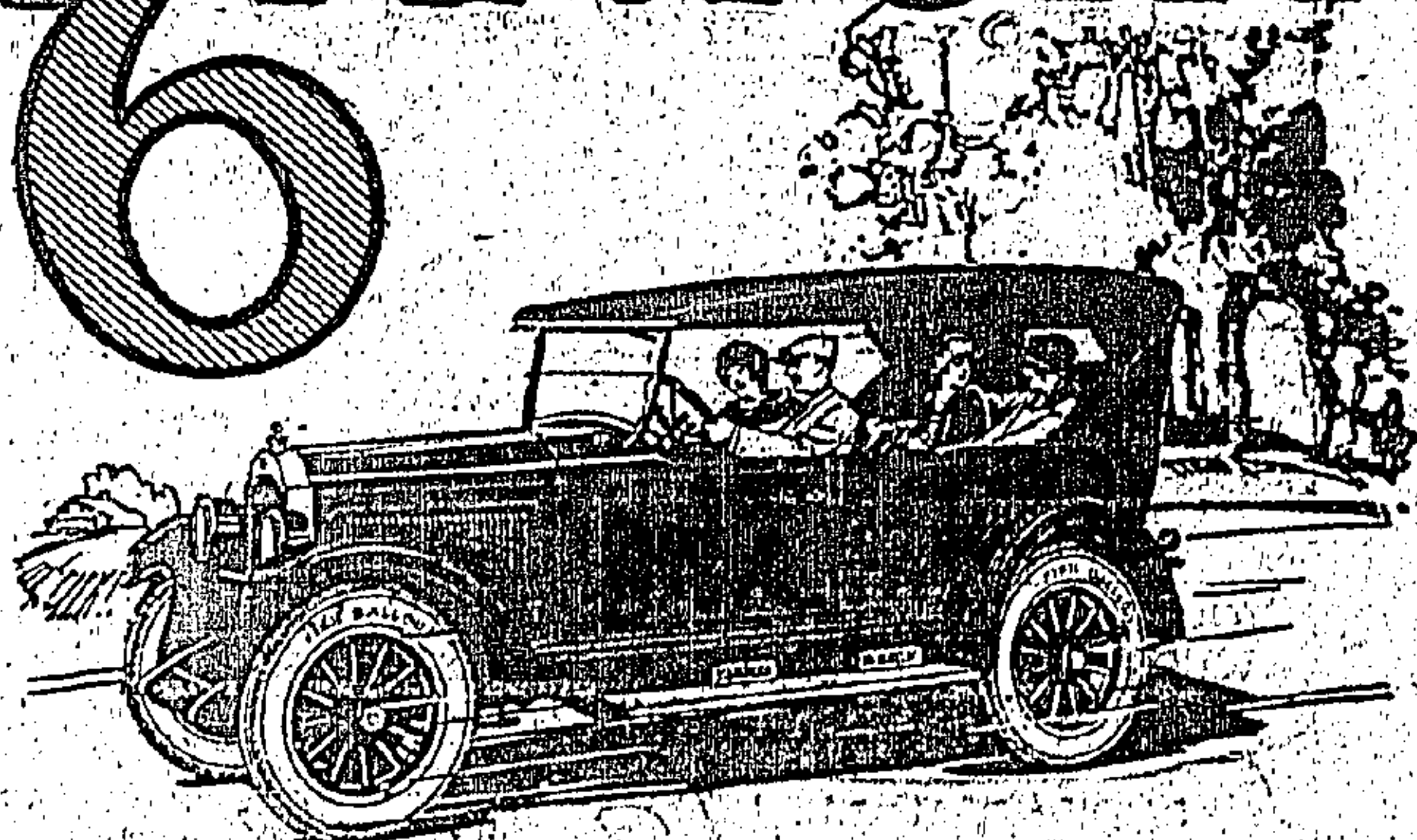
Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

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Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds, you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you have a comforting sense of security such as you have rarely experienced in any car!

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivaled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

ALES MAN

SAY - I WANNA RETURN THESE STIFF COLLARS FOR SOME
SOFT ONES - I'M ON A DIET AND TH' DOCTOR SAYS I GOTTA
AVOID EVERYTHING WITH STARCH IN IT

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C'MON UP TO TH' POKER
PARTY TONIGHT,
GUZZ

I'D LIKE TO, SAM,
IF TH' WIFE'LL
LET ME
GO

I'LL WAIT ON TH' CORNER TILL 8 O'CLOCK
TONIGHT, GUZZ - AND IF YOU DONT COME OUT BY
THEN I'LL KNOW YOU CANT COME.

NOW WIFEY - I WANNA GO OUT WITH
TH' BOYS TONIGHT - I'LL BE BACK
BY 12 O'CLOCK SHARP

ALL RIG
GO
AHEAD

BUT, REMEMBER - BE IN BY 12 O'CLOCK - THE
COOK IS A LIGHT SLEEPER, AND WILL HEAR YOU
WHEN YOU COME IN, AND IF IT'S AFTER 12,
LOOK OUT FOR ME

HERE'S \$5, OLGA - MUM'S
THE WORD - YOU DON'T KNOW
WHAT TIME I COME IN,
SAVVY?

SHURE'TING,
MESTAIR
GOOZELUM.

IT WORKED, SAM - I FIXED IT WITH TH'
COOK NOT TO TELL, SO NOW WE CAN PLAY
POKER ALL NIGHT

SO LONG, SAM - HAD A GREAT
NIGHT - SEE YA
LATER

OH BOY - I SURE SLIPPED
IT OVER ON TH' WIFE,
THAT TIME

SAY YOU, GET UP!! — YOU WEASEL!!
I WANT TO TALK
TO YOU!!

YOU'RE A FINE ONE, TELLING TH' WIFE
WHAT TIME I CAME IN, AFTER I GAVE YOU
\$5 TO KEEP QUIET

I DIDN'T TELL
HER

SHE ASKED ME WHAT
TIME YOU GOT IN-

AND I TOLD HER I WAS SO BUSY
GETTING TH' BREAKFAST, THAT I
DIDNT LOOK AT TH' CLOCK

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Striped Turkish Towels Good Size, will wash and wear well. Price 2 for \$1.00	4711 Eau De Cologne, Special Size long bottle. Price \$1.00	Florida Bath Sponges large size, excellent value. \$1.00 each.	Shaving Mirrors, complete with Brush and Bowl. \$1.00 each	Ladies Cotton and Art Silk Hose in white and colors. Good wearing \$1.00 pair
Handsome designs in Cretonnes for loose Covers, Curtains etc. 30 inches wide. Price \$1.00 per yard.	Perfumes in various makes and assorted perfumes Price \$1.00 bottle.	The "Palmoil" Toilet Soap for Toilet use, nicely perfumed. 6 cakes for \$1.00	The "Mardonia" Toilet Soap and perfume. 2 cakes of soap and bottle of perfume. for \$1.00	White Cotton Embroidered flouncing, assorted designs 9" in wide. 2 yds. for \$1.00
The "ROMA" Turkish Towel. Fully bleached, excellent quality. STANDARD VALUE Value \$1.00 each.	Bronzed Metal ash trays Also useful for pin trays. Size 9 by 5 in. Price 4 for \$1.00	The "Topaz" Shaving Soap Extra large size Price 2 for \$1.00	"Mazalla" Toilet Paper in rolls. Now 6 for \$1.00	White Cotton Embroidered Flouncing assorted designs. 15 inches wide. \$1.00 yard
Glass Vases, 6 inches high, 4 designs. Price 4 for \$1.00	The Savon Beaute Bath Soap. Large size 3 cakes in box Price \$1.00 box	Patchouli Soap for the toilet and bath, 3 cakes in box. Price \$1.00 box.	The "Ascot" full end tie good design in dark colourings. 2 for \$1.00	The "Dainty" Handker- chief snowy lawn of first quality. 12 inches square. \$1.00 doz.
Good China Cups & Saucers Neat design, gold line. Price 4 for \$1.00	The "Cobia" loose leaf Note Book. Lies flat when open, useful for students. Price \$1.00 each.	The "Bond St." leather handbag, Real leather complete with captive purse. Price \$1.00	Ladies fancy leather Belts in various widths and colors. \$1.00 each	Woollen Dress Tweed in grays Brown and useful mixed shades. 40 inches wide \$1.00 yd.
The "Semiture" Towel, Cream ground with colored stripes. Very absorbent 20 by 40 in. Price 2 for \$1.00	The Bournemouth Bridge Markers complete with paper roll. Price \$1.00 each.	The "Ultimo" Safety Razor complete with 2 blades 3 for \$1.00	Ladies Lawn Handkerchiefs with fancy coloured border fast colour. 6 for \$1.00	Childrens Wool Jackets assorted colors 3 sizes \$1.00 each
Pressed Glass Cake Stands and Salad Bowls 8 and 10 inches dia. Price \$1.00 each.	The "Monster" value writing pad, contains 225 sheets excellent paper. 3 for \$1.00	The "Express" Clockwork train complete with rails, quite reliable. Price \$1.00 each	Ladies fancy coloured Handkerchiefs with fancy emb edge. 3 for \$1.00	Childrens Wool and Fur Bonnetts and Caps, all colors. \$1.00 each
Bedroom Water Bottle and Glasses, Belgian Glass. Price 2 for \$1.00	The "Junot" Bath Soap large size cakes. assorted Perfume. 3 for \$1.00	The "Wagner" Fountain Pen, reliable self fill- ing action, good nib. Price 2 for \$1.00	Ladies Bedroom Slippers brocaded cloth uppers with canvas sole. \$1.00 pair	Childrens Gingham Jumpers and overalls numerous patterns. \$1.00 each

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—WE UNDERTAKE.

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" 272. " No. 8 Stewart Terrace.	R. B. L. 9.
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" 360. " "Kirkendoe"	R. B. L. 1.
" 362. " "Cragholme"	R. B. L. 93.
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" 366. " "Bleton"	R. B. L. 1.
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" 368. " "Brockhurst"	R. B. L. 1.
" 369. " "Landless."	R. B. L. 1.
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" 507. " "Dunrobin"	R. B. L. 70.
" 511. " "Durisdeer"	R. B. L. 49.
" 515. " "Smith Villas"	R. B. L. 37.
" 518. " "Forebank"	R. B. L. 68.
" 523. " "The Kennels"	R. B. L. 40.
" 524. " "Coombe"	R. B. L. 74.
" 529. " "Glen Iris"	R. B. L. 84.
" 530. " "Hambleton"	R. B. L. 143.
" 531. " "Hambleton"	R. B. L. 143.

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PERMITS FOR BOOKMAKERS.

PHOTOGRAPH OF FULL FACE.

The Commissioners of Customs and Excise recently issued a preliminary notice explaining how the betting duty, which comes into force on November 1, will be operated.

The duty will apply to every bet made with a bookmaker on any event of any kind, and each bookmaker will be required to take annually a certificate, for which a duty of £10 will be payable. Bookmakers are advised to apply for a form of application as soon as possible.

With each application there must be forwarded for fixing to the certificates a photograph of the applicant, and this must be approximately 3½ in. in size, of full face without hat and unmounted.

True Name.

The certificate will show the name and the trade name of the holder, and must be produced on demand by any authorised person.

A limited company will be required to take out a certificate in the registered name of that company. In addition any directors or employees of the company who may act as bookmakers on a race-course will be required to take out personal certificates in their own names. Each partner of a firm not being a limited company must have a personal certificate in his own name. Certificates will expire on October 31 in each year.

An entry certificate must be taken out annually by a bookmaker on payment of a duty of £10 in respect of any premises used by him.

Duty will be chargeable at the rate of 2 per cent. of the amount stated in the case of bets made on a horse-racing event on a race-course on a day on which the racing takes place and when both the bookmaker and the backer are in personal attendance on the ground.

In the case of every other bet made with a bookmaker the duty will be 3½ per cent. of the amount staked.

There will be two methods by which a bookmaker may pay the betting duty:—

Sureties.

By returns to the Commissioners, or By the use of revenue tickets.

Any bookmaker, whether, operating in an office or on the course, may apply to the commissioners for permission to pay by returns. As a condition of the grant of such application the bookmaker will be required to give one or more sureties for the payment of duty. The sureties may be private individuals or an approved guarantee society.

Under such an arrangement, a bookmaker will furnish returns weekly of all bets received by him and pay the appropriate amount of duty weekly.

A bookmaker who wishes to enter into such an arrangement should apply forthwith to the secretary, Custom House, London, E.C. 3.

Bookmakers who do not enter into an arrangement for the payment of the duty by means of returns must pay it by the purchase of revenue tickets. These tickets will be purchasable in books of 50 in the following denominations:—

1s., 2s., 2s. 6d., 4s., 5s., 10s., £1, £2, and £5.

Duty will be payable on the number of tickets in the book at the appropriate rate; for example a book of 50 tickets for 2s. bets at the 2 per cent. rate will cost 2s. and a book of 50 tickets for 5s. bets at the 3½ per cent. rate will cost 8s. 9d. and so on. The ticket will be automatically defaced on being torn from the book.

It is pointed out that the issue of a certificate to a bookmaker and the use by him of revenue tickets for the duty do not connote any change in the existing legal position as to betting contracts, nor do they carry any Government guarantee of the character or financial position of the bookmaker.

The use by bookmakers on note-paper in circulars, or advertisements of any statements implying official guarantee of bona-fides will not be allowed.

During Norwegian air manoeuvres off Christiansand two hydroplanes about to land collided, with the result that one sank immediately. The pilot, Lieutenant Troy, was seriously injured. The other machine was only slightly damaged.

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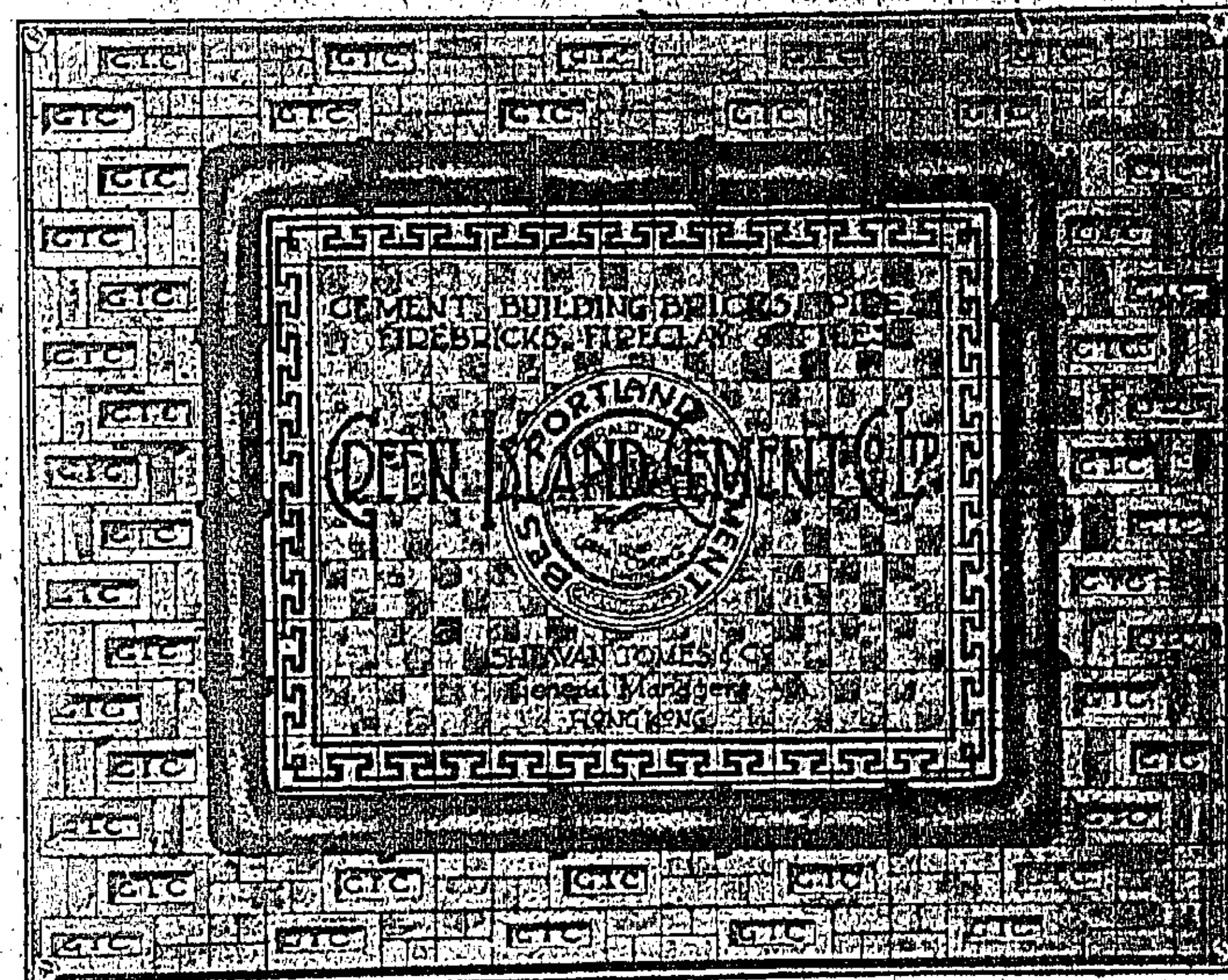
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CALAIS-DOVER BRIDGE.

PLANS AGAIN REVIVED.

The cross-channel railway and boat companies are planning to build a bridge from Dover to Calais.

The bridge is to be simply a tube, high in the air, on piles, for railway cars to run through, for the mails and parcels between France and England.

Anyone who, before the war, should have proposed such a high bridge of metallic tubes would have been laughed at as a visionary. At present the companies have been formed to study the problem by the grant and continually growing success of the air lines.

Compete With Air Lines.

Rapid non-stop transit to compete with the air lines can be obtained only by means of bridge or tunnel, and the tunnel seems finally condemned by persistent English prejudice that "England must remain an island."

The French have been anxious to bore the tunnel since the time

of the great Napoleon. There has been a French company with government concession since 1875, and 4,000,000 francs' worth of actual digging was done at Sangatte up to 1880, under direction of the eminent engineers, Ludovic Breton (brother of the painter, Jules Breton) and Albert Sartiniaux, chief technician of the Nord Railroad Company.

In England, while the world war was still on, a House of Commons committee of sixty Liberals, sixty Conservatives, fifteen Nationalists and five Labour members agreed on a motion which actually got before the House:

"Resolved, That present circumstances demonstrate the great advantages which would have resulted for the United Kingdom and its allies from the existence of a tunnel under the channel. Consequently, it is important that the plans be immediately completed and the construction of the tunnel be undertaken at the end of the war, as soon as the necessary labour can be procured."

Insular Prejudice.

But English insular prejudice still stood in the way, as it did when the engineer, Sir John Hawk-

shaw, actually obtained the charter for a tunnel undertaking, but Queen Victoria and her military advisers were hostile. Again, in 1880, the Southeastern Railway Company of England came to an understanding with the French company and undertook to get a bill through Parliament.

Lord Wolsley killed the project with a word:

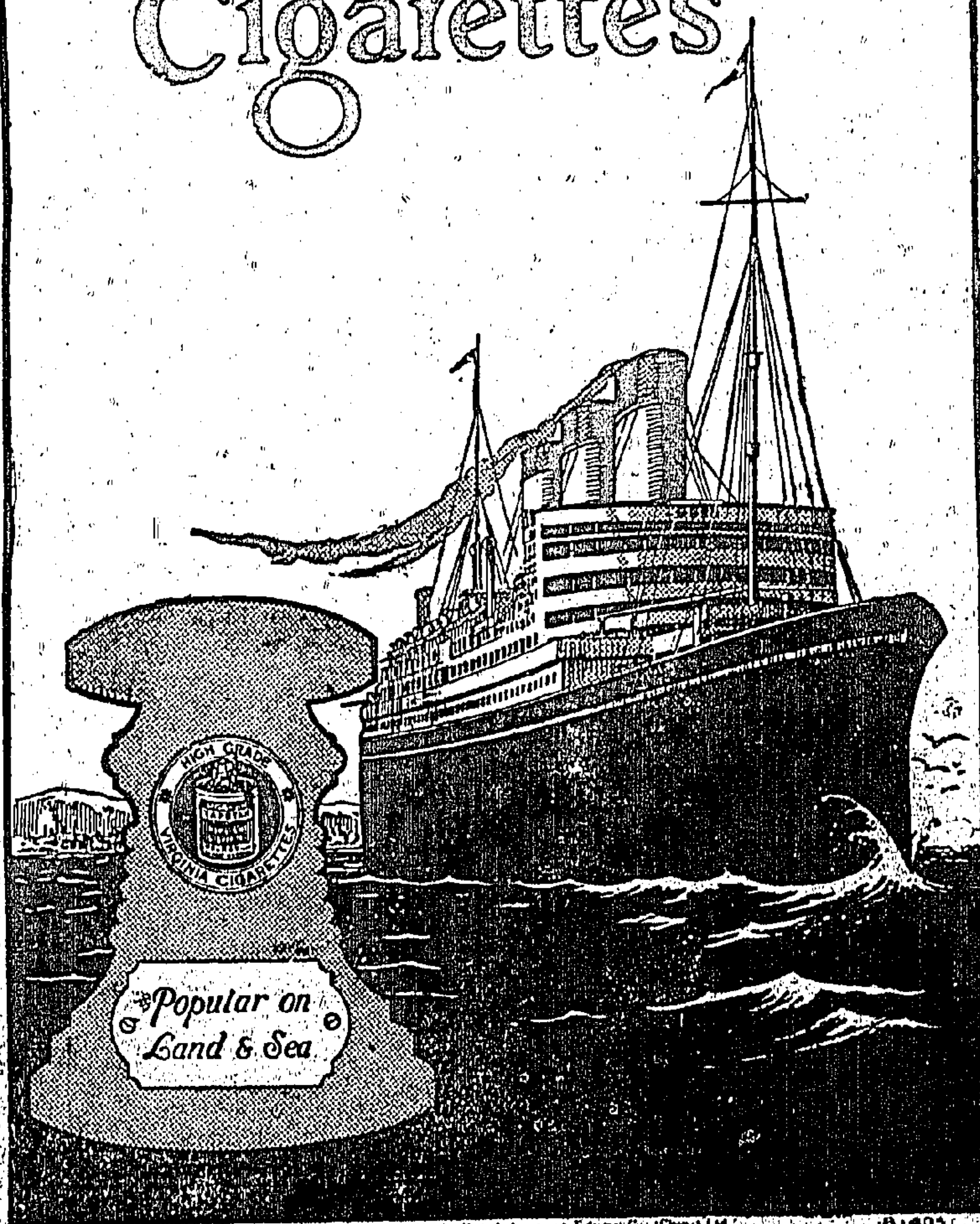
"A tunnel road from France to England," said Lord Wolsley, "would put England at the mercy of a French invasion. But I would have no objection to a bridge."

To-day English prejudice still remembers the words of Lord Wolsley, and that railway companies, concluding that the tunnel has no real chance in sight, remember Lord Wolsley favoured a bridge.

The bridge can be built in four years, at a cost now estimated at some \$20,000,000—and can be paying dividends eight or ten years before a tunnel could be finished!

In fact, at the present cost of labour, etc., nobody knows just how soon a tunnel could be finished, or at what cost. From ten to fifteen years are claimed, at between \$200,000,000 and almost double.

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ADULTERATED
MUSTARD.INTERESTING DECISION IN
DRUGGIST CASE.

A very interesting decision was given by Mr. J. H. B. Nicholl at the Kowloon Magistracy yesterday in a case in which a druggist was charged with selling mustard which was adulterated with 30 per cent. starch matter. The defendant was found not guilty on a point of law and discharged.

In a previous case, the master of a shop at 359 Shanghai Street was charged with selling a bottle of mustard to Sanitary Inspector Elliot, which purported to be genuine mustard but which in fact contained 25 per cent. starch matter.

The defendant admitted having sold the bottle to Inspector Elliot but pleaded that he was unaware it was adulterated, having himself purchased his stock from elsewhere.

Imposing a fine of \$25, his Worship accepted the defendant's explanation, but said that in the interests of the public he could not dismiss the case without the imposition of a fine.

Medicine or Food?

In the second case, the master of a druggist shop at 327 Shanghai Street was charged with selling mustard in bulk, such mustard containing 30 per cent. starch matter.

In evidence Inspector Elliot stated that he went to the defendant's shop and through his interpreter requested a quantity of mustard. On being handed half a pound of the substance, witness divided it into three portions, one of which he returned to the shop, retaining the other two parts.

Witness submitted one third of the purchased mustard to the Government Analyst while the other third he produced as an exhibit in Court.

The defendant claimed that the substance was kept and sold "by him as an article of medicine and not as an article of food. The mustard was invariably used by Chinese for boils and other skin diseases. The substance was purchasable from all druggists.

In reply to the Magistrate Mr. E. R. Dovey said that the substance had to be pure mustard irrespective of whether it was used as a food or a drug. He thought the present case came under the section.

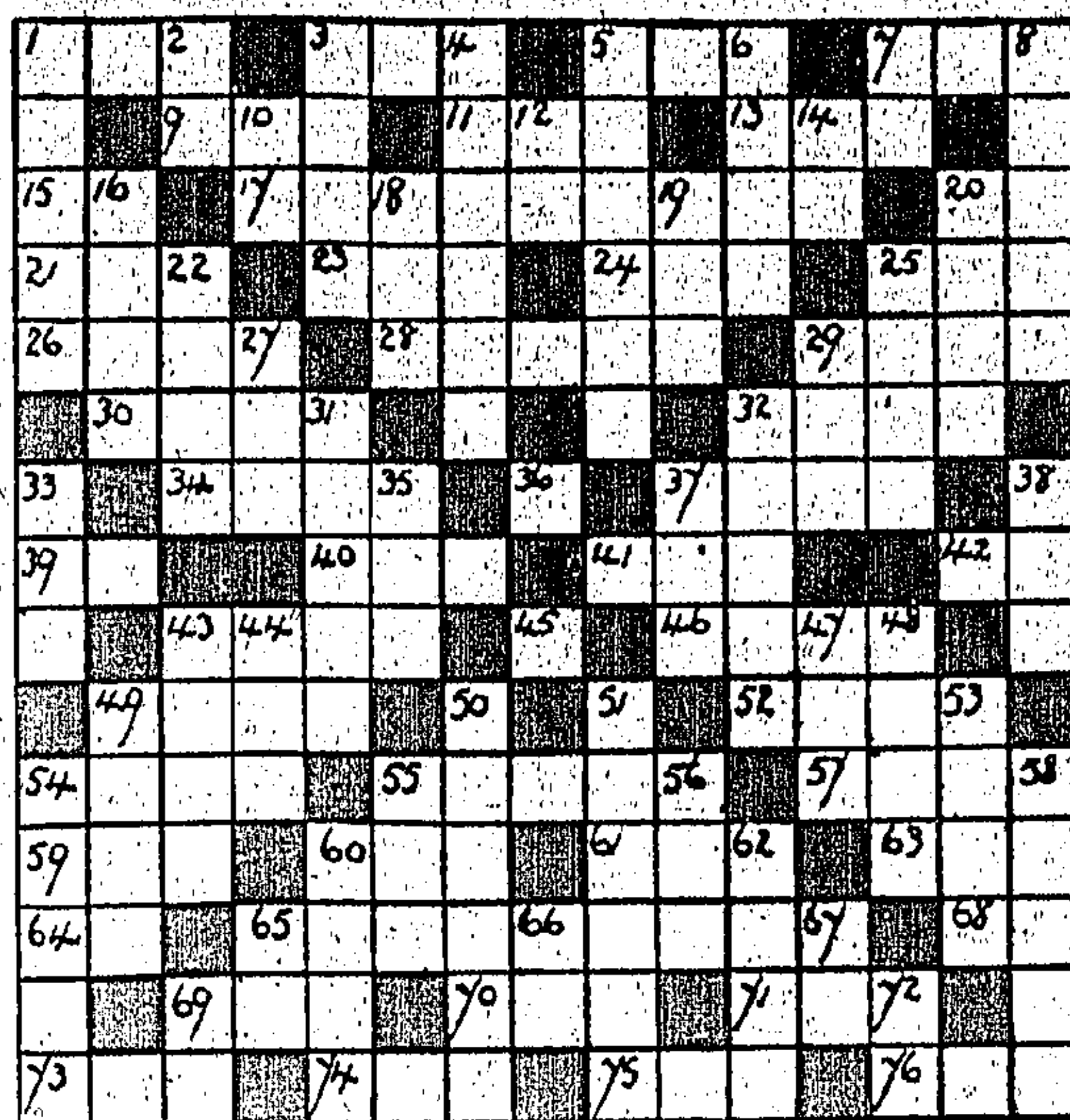
Public Unprejudiced.

In giving judgment his Worship said that he had no hesitation in dismissing the summons. The distinction between this case and the previous one was that in the former case the purchaser, buying a bottle of foreign style mustard, would expect the mustard to be up to the recognised standard of strength. He would probably pay more money in order to obtain that recognised standard of strength but in the second case the mustard was taken from bulk in a drug shop.

The seller did not offer it to the purchaser as a foreign style mustard. In his Worship's opinion a member of the public who wanted to buy a native mustard from a druggist's would be buying it for its supposed medicinal value and he would not be prejudiced if he obtained a mixture such as the analysis showed was sold by the defendant in the present case.

The defendant was accordingly discharged.

OUR CROSSWORD PUZZLE.



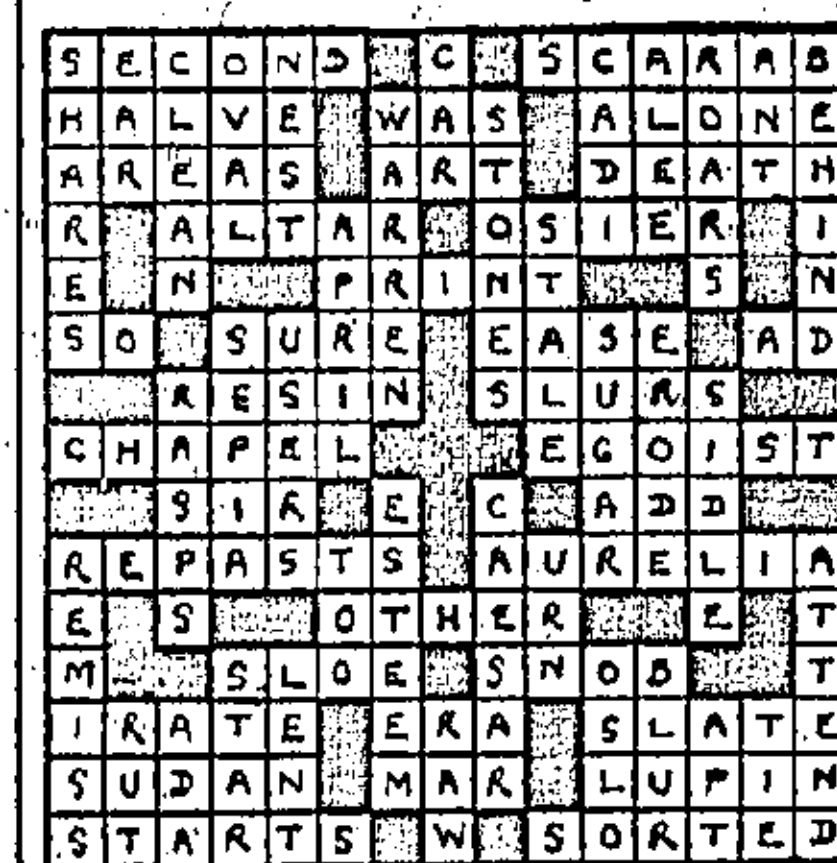
Across.

- 1 A weight.
- 2 A kind of vase.
- 3 Procured.
- 4 An insect.
- 5 A Cereal.
- 6 To employ.
- 7 Pervent.
- 8 Towards.
- 9 Well-known Liberal politician.
- 10 A flag.
- 11 Meat.
- 12 Male.
- 13 Female.
- 14 Eastern Country.
- 15 To prevent.
- 16 No longer concealed.
- 17 Burlesque.
- 18 Passage Money.
- 19 To superintend the publication of.
- 20 Indefinite Article.
- 21 Sound.
- 22 Printer's measure.
- 23 A wage.
- 24 A Knight.
- 25 You and I.
- 26 Perennial Plant.
- 27 Me.
- 28 Boy's Short jacket.
- 29 Greyish white.
- 30 Ireland.
- 31 A join.
- 32 A number.
- 33 To inflame.
- 34 Man of low manners.
- 35 Large Snake.
- 36 Precious stone.
- 37 Contraction for "Ever."
- 38 Conjunction.
- 39 Digestive Complaint.
- 40 Look.
- 41 Marshy Ground.
- 42 Part of head.
- 43 Weep convulsively.
- 44 No.
- 45 A luminous orb.
- 46 Breakfast food.
- 47 Down.
- 48 All Play (musical).
- 49 Negative.
- 50 Mormon Territory.
- 51 An aromatic kernel.
- 52 A European language.
- 53 Conjunction.
- 54 Proposition.
- 55 In, that place.

10. Morning.

- 12 Point of compass.
- 14 Upon.
- 15 Used to row.
- 16 Mournful.
- 17 Hinder.
- 18 A small lake.
- 19 Harden by heat.
- 20 Game.
- 21 Young goat.
- 22 Interdict.
- 23 Italian River.
- 24 Menning loud. (musical)
- 25 To irritate.
- 26 Small heap of earth.
- 27 Blind.
- 28 An evergreen tree.
- 29 Like a frog.
- 30 To Drive into.
- 31 A spherical body.
- 32 River in Egypt.
- 33 To give audience to.
- 34 Struck repeatedly.
- 35 To encircle.
- 36 Christmas.
- 37 Contempt.
- 38 Signal of distress.
- 39 A snare.
- 40 In error.
- 41 Sacks.
- 42 Visible watery vapour.
- 43 Depart.
- 44 An Egyptian God.
- 45 In that manner.
- 46 Proposition.
- 47 To have existence.

Yesterday's Puzzle.



MACAO MYSTERY.

CUSTOMS LAUNCH REPORTED
PIRATED.

Macao, Sept. 24.
A small Customs launch with one European on board left Kowloon on Monday last for Macao. This is now overdue and is reported to have been captured by pirates. All junks are being notified.

A Lady On Board?

Canton, September 23.
A Customs launch en route from Kowloon to Macao has been seized by pirates, states a telegram received by the Southern Baptist Mission. Miss Lenore Scarlett, a Canadian by nationality, but engaged in missionary work at the Southern Baptist Mission at Kowloon, was on board the launch at the time, and is being held a pri-

THE PEKING CABINET.

ATTEMPT TO HOLD IT
TOGETHER.

Peking, Sept. 24.
There is no official information concerning the Cabinet situation available to-day, but according to the Huang Pao, Chih Hsieh-yuan is working hard to ensure maintenance in office of a slightly reorganised Cabinet under Tu Hsi-kuei.

The paper suggests the possibility of Dr. Wellington Koo's transfer to the Foreign Office from the Ministry of Finance.—Reuter.

soner by the bandits. No further details have come to hand. The British gunboat Moth left her mooring place opposite Shamen early this morning, and started for the scene of this outrage.—Our Own Correspondent.



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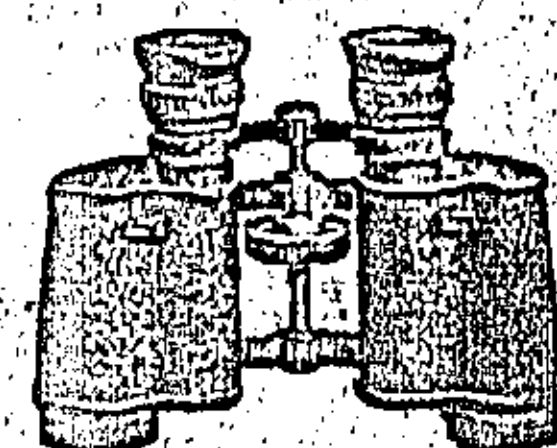
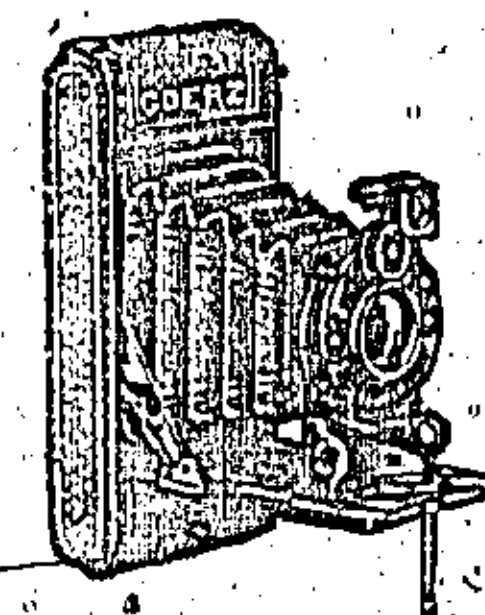
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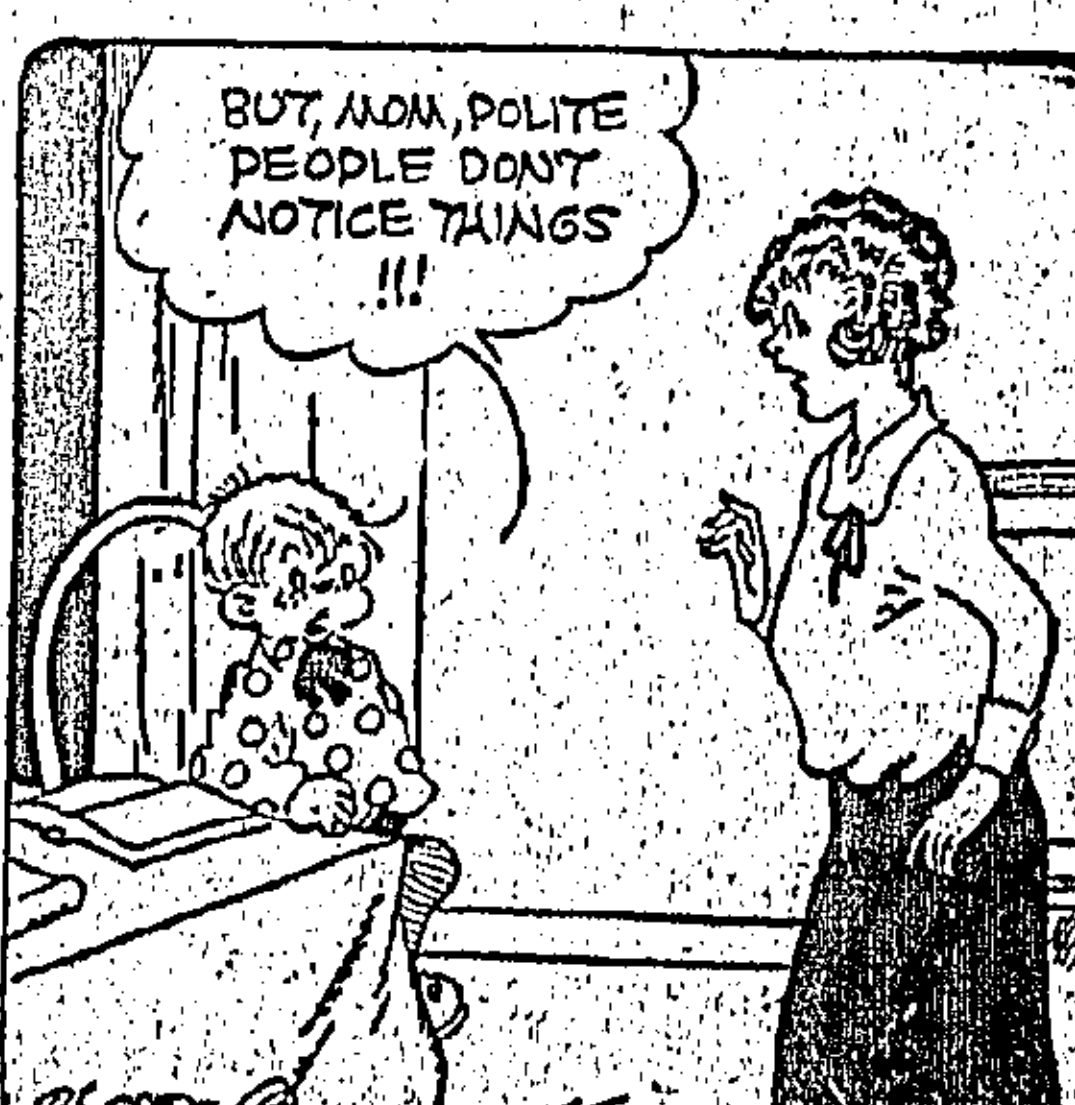
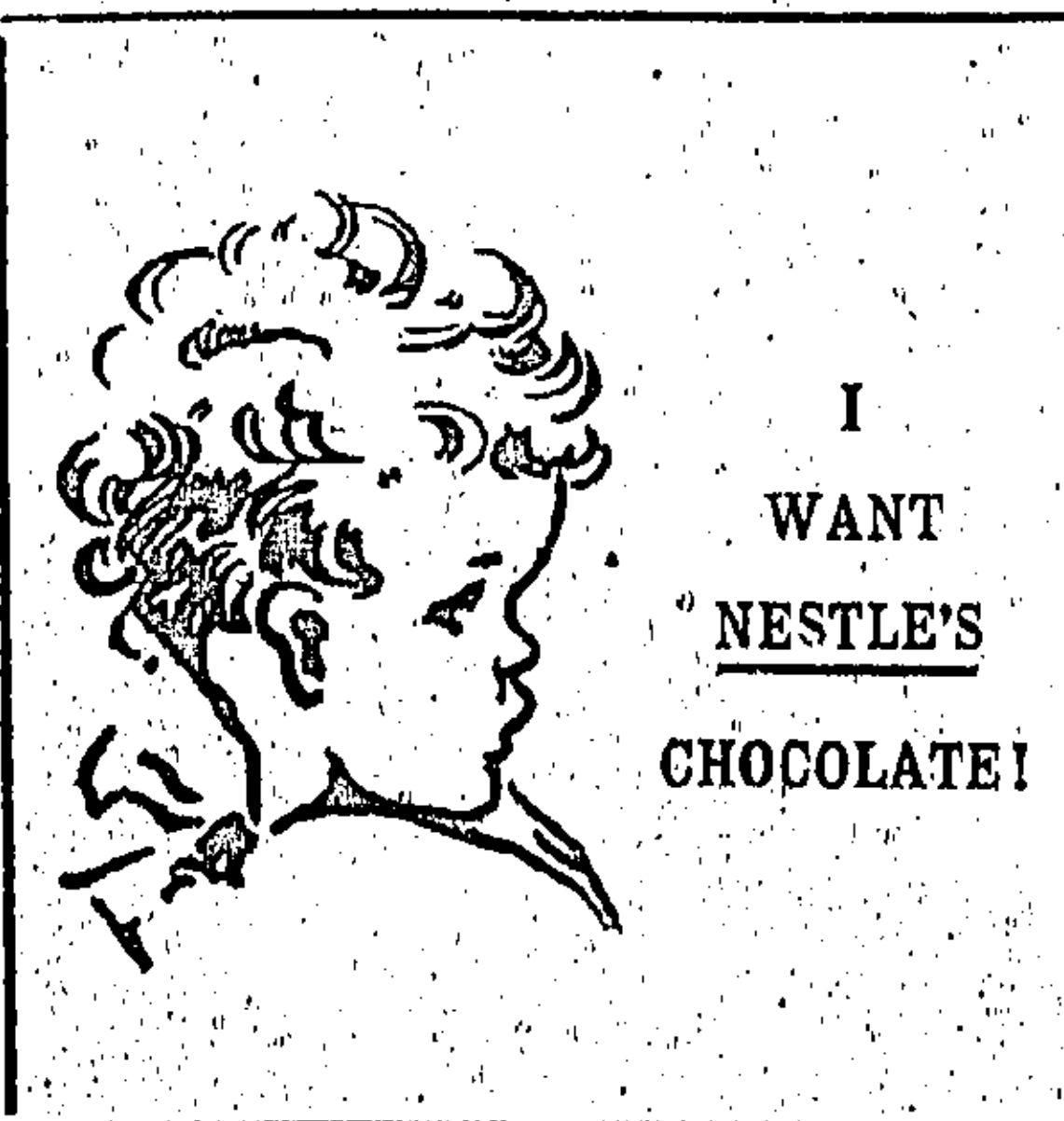


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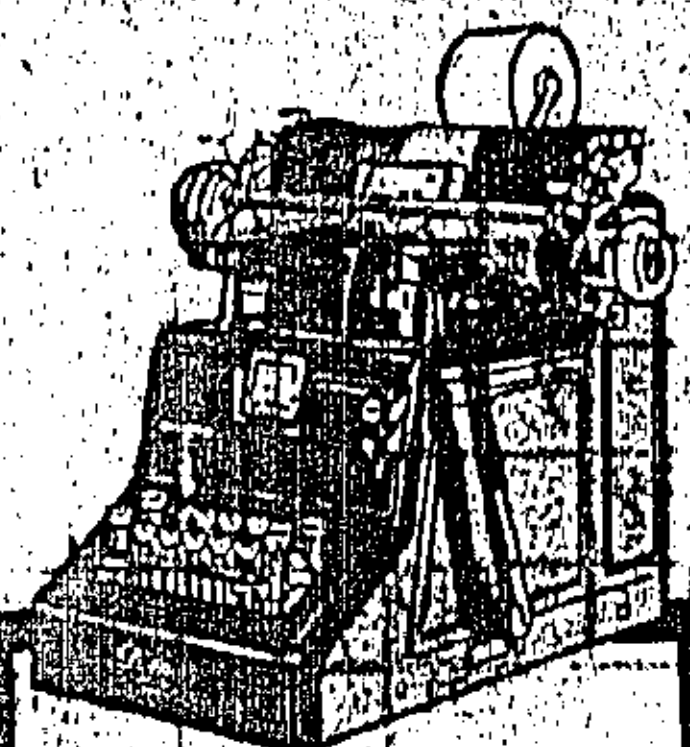
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The Telegraph

SATURDAY, SEPT. 25, 1926.

THE COAL DEADLOCK.

It seems as though hopes of a settlement of the coal mining dispute are only raised to be dashed again, for yet another deadlock has been reached after what seemed a most hopeful overture on the part of the miners. It has been decided by both the owners and the Government that the proposals of the miners do not constitute a basis on which a settlement can be reached, the owners going so far as to say that they are "quite impracticable and unacceptable." The miners have offered to go back to work immediately on wages not lower than those paid under the 1921 agreement, provided that the terms of a national wages agreement shall be referred for decision to an independent Tribunal which shall have power to consider and apply the recommendations of the Coal Commission, the award of such a Tribunal having the force of law. That offer is now rejected, presumably because it means that a national agreement on wages will, in the near future, be inevitable. It is part of the miner's fight against the making of district agreements, and the Executive now go so far as to say that the men will return instantly provided a national agreement is worked out by independent Tribunal. By their rejection of this offer, both the owners and the Government are insisting on the right to make district agreements, so that the old bone of contention remains.

The members of the Miners' Executive dispersed back to their districts and will re-assemble in London on Monday. There is to be a full meeting of the Cabinet to-day, and interest now attaches to whatever may be the outcome of this assembly. Seeing that Mr. Baldwin's proposals submitted earlier in the week were turned down by the miners it is perhaps too much to hope that the Government will make any further concrete proposals at this stage, being content to wait until the self-expressed viewpoints of the owners and the miners more nearly coincide. The owners have the Government behind them in their fight for district settlements and it looks as though the miners will, in the long run, be forced to accept something on the lines of what

the Premier has already suggested as the way out. This will, virtually, be defeat and it is to be questioned whether, in the best interests of future industrial peace, it is wise not to give the semblance of compromise to the settlement eventually effected. We doubt the wisdom of forcing the miners to go back without having secured a single point over which to feel more or less pleased, for if a body of economically impoverished men are driven to accept something which they feel to be unjust, then nothing but a store of trouble has been laid up for the future. The miners are notoriously stubborn and they have long memories. We think there is reasonableness in their latest offer—a return to work at lower wages provided a national wages agreement is later entered into, the framing of such agreement to be entrusted to an independent Tribunal whose awards shall be legalised. It is the bogey contained in that word "national" which is preventing the owners from accepting, and we think there will yet be a long and bitter fight on the part of the miners to maintain their national unity and rights of national action.

Sanity First.

If it is so that the members of the Kuomintang Party known as "the Prince Clique" intend setting their faces against the termination of the boycott, we think that the leaders of the Canton Government can well afford to disregard them. It was inevitable that Mr. Eugene Chen, or anybody else who favoured the resumption of normal conditions, should come in for criticism at the hands of the extreme elements, for the latter have their own interests to serve in keeping alive the boycott. But Chen and his colleagues will find that no Government can last which depends on "fire-hard" for its existence. Responsibilities naturally beget caution in the world of politics—a point which was well illustrated when the Labour Party came into power in England. So the Canton Government leaders would do well to bear in mind that the interests of those whom they seek to serve will best be safeguarded by policies based on sanity and common-sense. Indeed, nothing will be to the greater advantage of the Canton Government, in the long run, than the following of moderate counsels. Extremist agitations, against whomsoever they are directed, must rebound on those who head them. Canton's leaders claim that they are seeking the unification and uplift of China; the world will judge them in their efforts according to the level-headedness of their policies. We can only hope that the damage done to Chinese as well as foreign interests as a consequence of the boycott will have the result of influencing those in charge at Canton to perceive that extreme policies seldom pay.

CORRESPONDENCE.

HOTEL BUS SERVICE.

[To the Editor of the Hongkong Telegraph.]

Sir,—I shall be grateful if you will kindly inform me whether preference to seats in the Hongkong Hotel buses is granted to residents in and around Felix Villas. I am soliciting the information because whilst I was about to take a seat in the 9.15 p.m. bus from the Star Ferry to the University on Thursday, an Englishman rushed in and usurped my seat. On my asking him for an explanation, he hesitated and then said that a special privilege was granted to him as he was a resident of Felix Villas.

In my opinion, a public conveyance (and this Hongkong Hotel bus is no exception) is one in which all have a right to seating accommodation as long as he or she pays the recognised fare. I may be wrong, but I shall greatly appreciate your enlightenment on the point.—Your, etc.

DON Q.

Hongkong, Sept. 24th, 1926.
[We should imagine that our correspondent is correct in his interpretation of the position.—Ed. H.K.T.]

DAY BY DAY.

THAT HAPPY STATE OF MIND, SO RARELY POSSESSED, IN WHICH WE CAN SAY, "I HAVE ENOUGH," IS THE HIGHEST ATTAINMENT OF PHILOSOPHY.—Zimmernann.

Three Chinese cases of typhoid fever were notified in Hongkong yesterday.

The Government Gazette contains schedules for the allotment of local recreation grounds.

His Excellency the Governor has appointed Sapper R. S. Logan to be Second-Lieutenant in the Volunteer Defence Corps.

His Excellency the Governor has accepted the resignation by Second-Lieutenant F. W. Foster-Turner of his Commission in the Volunteer Defence Corps.

His Excellency the Governor has accepted the resignation by Second-Lieutenant G. K. Hall-Bruton of his Commission in the Volunteer Defence Corps.

It is notified that, at the expiration of three months, the Mow Fung and Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

A Bukarest message states that the Rumanian Government has been informed that the first instalment of the Italian loan to the amount of 200,000,000 lire is now at its disposal.

There has been added to the list of medical practitioners, the same of Dr. Jamshed Sorab Guzdar, of the Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The Secretary of the Admiralty announces that it has been decided, with the King's approval, that orders, decorations and medals shall be worn with frock coats and epaulettes dress, and with white dress, by officers of the Navy.

Shipping is warned that as from the 27th September, until further notice, survey operations will be carried on off Kowloon Point up to the 6 fathom line. Area will be surveyed in squares, sides of such squares being 300 feet. Craft marking these areas will fly a red flag and ships passing should proceed with utmost caution and give them a wide berth.

BOMBAY EMBEZZLEMENT CASE.

COURT PROCEEDINGS COMMENCE.

Bombay, Aug. 31.
All the Government securities, worth Rs. 540,000, involved in the charge of embezzlement against Mr. Evans, the ex-Chief Accountant of the Hongkong and Shanghai Banking Corporation, have been recovered.

The hearing of the case commenced before the Chief Presidency Magistrate.

The popularity of the accused in banking circles and the huge sum involved attracted a large crowd, including many Europeans.

Outlining the case, the Police Prosecutor stated that the accused had been in the Bank's service since 1902 and was made Chief Accountant in 1922, holding power of attorney for the Bank, his duties including the maintenance of the security register.

The accused handed over charge to his successor, Mr. E. J. Davis, on June 12th, before sailing on Home leave, but did not explain the entries in the register made in his own hand, contrary to practice, all the entries being usually in a clerk's writing.

The auditor's report showed that securities valued at over 10 lakhs had been taken out and replaced, leaving a deficit of Rs. 540,000 missing.

After his arrival in Bombay from Aden the accused's belongings were examined and a diary was disclosed containing slips, in the accused's hand-writing, mentioning the numbers.

[It has since been reported that the accused has been committed for trial.]

LEISURE: ITS HEALING VALUE.

"What is this life if, full of care,"

"We have no time to stand and stare."

Colonisers, and old campaigners, often agree that any region unhealthy to horses is equally trying to the white man. Whether there is a mutual secret of distress in Hongkong has not yet been discovered. One thing is certain—that horses, as distinct from the China pony, do not thrive here, and that man, and particularly woman, is constantly "under the weather."

Serious complaints are beside the point; they are often due to contagion, and may be expected in tropical climates, but, oh! fair and fickle Hongkong! what a communal groan goes up by day and night from the populace suffering petty ills. There is no need to enquire the nature of such ailments from a neighbour—every house makes light of a dozen a week, but towards the end of the summer these twelve subside into a cry from the women of depression, depression, and depression. Old custom decrees a change, to Peking, to Japan, to Kuling, to Cheung Chow, and though the heart may be light at the prospect, the purse just now is too often lined with misgiving.

There is a simpler remedy near at hand. Only universal adoption could defeat its object, and the recipe is not so obviously attractive as to cause one fear of such a calamity. The prescription is: just six hours of solitude taken once a week. How the six hours are filled is immaterial providing the body, mind, and nerves are removed outside the radius immediately affected by any other human being.

The first essential is to go out of the house comfortably clothed, and if the mind requires occupation before it can rest, the necessary materials can be taken in a bag. Take a chair or ricksha immediately after breakfast, and when you come to a nullah, dismiss the coolies, and walk up or down until you get a clear view of the land or sea, unspoiled by human habitation. Huge boulders peacefully sleeping beside the singing water.

Sit here and rest while the warm autumn sun does its healing work on the surface nerves, until the mind relaxes, and has peace. Sooner or later that peace will bring a sense of elation, and inexpressible happiness. To leave the sphere of humanity, to solve

its problems will destroy your problem. If you must think, let it be of your own childhood, your life of three. Leave conclusions at home, alongside the telephone, leave discipline at home, unselfishness, and all other conscious effort; meetings, charities, games, plans, competition in every form.

"Six days shalt thou labour, and do all that thou hast to do." Make your seventh day a day of rest, and the best day to choose is Monday. Sunday in Hongkong is probably the most arduous of the week for every wife. It is her husband's holiday, and he wants to break away from routine either by taking exercise in which she can join, or by entertaining. Children make demands, servants need more attention, picnics need organising, and all these arrangements demand concentration from the woman.

Leave concentration at home. You will more easily find it on Tuesday. Above all, get away from noise, from bells, from doors, from hammering mechanics, from unhappy children.

This is no spiritual cure. It is purely physical. You cannot make an effort without expending energy, and if every effort required of modern woman in this crowded community cost fifty cents no income could stand the strain. Every kindly smile and word which is not instinctive and subconsciously effortless, taxes the nervous system. Every time you keep your temper yields up strength, and every time you lose it, costs you health and strength.

Every day in the East a woman is jerked and jolted in vehicles, banged, pulled, and hurried by fellow men and women; the five senses are assailed in rough and rude fashion without cessation. Duty has become a monster with a hundred heads. Every moment belongs to someone or something until the constitution goes on strike. In Europe, thousands of people are curing their aching bodies and nerves by lying in the sun, in silence. Artificial sunlight in England, Swiss rays at Leyden. There it costs money; here it costs a little strength of mind.

Three words of wisdom: silence, solitude, sleep.

One word of warning: Don't take your best friend with you! TISTHENES.

COAL DEADLOCK REMAINS.

PREMIER ADDRESSES LETTER TO MINERS.

CABINET'S OPINION.

London, Sept. 24.
The Cabinet discussed the coal deadlock for two hours, and later Mr. Stanley Baldwin wrote a letter to Mr. A. J. Cook, reiterating that the miners' proposals were impossible and urging the Executive to accept the Government's proposals in order that district negotiations might be initiated, subject to subsequent review by an independent tribunal in cases of departure from the old hours.

Mr. Cook, after reading the letter, issued the statement that if the Government persists in this attitude there is no sign of the end of the struggle. The Executive will meet on Monday, to decide action.—Router.

THE PREMIER'S LETTER.

Rugby, Sept. 24.
A full meeting of the Cabinet was held to-day to review the situation created by the fact that this week's prolonged conversations between the miners' officials and the Cabinet Coal Committee have proved abortive.

Afterwards, the following letter was addressed to the Miners' Federation by Colonel Waterhouse the Premier's Private Secretary:—I am desired by the Premier to inform you that both the Coal Committee and the Cabinet have now given close and earnest attention to the proposals you submitted to him on Tuesday night and which you have since made public. While recognising the advanced which these proposals indicate the Government do not feel that they afford a means of reaching an

LOCAL BANKRUPTCIES.

ANNOUNCEMENT OF DIVIDENDS.

The following dividends in local bankruptcies have been announced:

Wong Pui-tai, alias Wong Shi-shun, of fishing junk No. 3767.—First and final of \$9 per cent.
Leung Kam-shui, trading as Leung Koi-tai, stevedore, of 21, Lee Yuen Street East.—First and final of \$10 per cent.

It has been decided by the Kai Tack Motor Bus Co., Ltd., to go into voluntary liquidation, and Mr. Un Pak-leung and Mr. Li Chin-nam have been appointed liquidators. A creditors' meeting is to be held at the Company's office at 2.30 p.m. on October 12th.

At the annual general meeting of the Institute of Directors, Vice-president Rhonda was elected President.

early or lasting settlement of the present dispute. In these circumstances the Government are not prepared to go beyond the maturely considered proposals conveyed to you in the Prime Minister's letter of 17th inst. These proposals cannot of course remain open indefinitely, but your federation are still free to avail themselves of them by taking the practical step of ordering district negotiations to be set on foot, subject to the subsequent review of an independent tribunal where any departure from old hours is involved.

The Miners' Executive are not due to meet again until Monday. Further developments are therefore unlikely before then. On Monday also a debate will take place on the situation in the House of Commons. A meeting of the Parliamentary Labour Party was held to-day at which the policy to be followed by the Party in view of the coal deadlock, was considered.—British Wireless.

JOURNALIST WEDS.

PRETTY CATHEDRAL CEREMONY.

An extremely pretty wedding took place at St. John's Cathedral this morning, the contracting parties being Mr. Henry Ching, acting editor of the *South China Morning Post* (only son of the late Mr. Charles Ching and Mrs. Ching, of Mackay, Queensland, Australia) and Miss Ruffie Irene May Kōng (youngest daughter of Mr. and Mrs. Arthur Kong, of Sydney and Hongkong).

The ceremony was performed by the Rev. H. Copley Moyle, in the presence of a large gathering of friends of both parties.

The bride, who was given away by her brother, Mr. Harry Kong, looked particularly charming in a gown of ivory tulle, made in the Victorian style, with silver lace panels and bodice and orange blossom trimming, as well as veil and wreath of orange blossoms. She carried a bouquet of white roses and Honolulu creepers and had as her bridesmaid Miss Mavis Choy, who was attired in a pink satin dress with pink roses and silver ribbon and picture hat to match.

Mrs. O. Yung (sister of the bride) was the Matron of Honour, and she wore a dress of lemon crepe satin relieved with georgette, with picture hat to match. Both she and the bridesmaid carried bouquets of white roses and Honolulu creeper.

The bride's mother wore a dress of black crepe de chine, finished with silver lace, and hat to match. Mr. Ng Sze-kwong was the "best man," whilst Mr. F. Mason was at the organ.

After the ceremony, a largely-attended reception was held at the Hongkong Hotel, at which the customary toasts were honoured. The honeymoon is to be spent in Shanghai, for which port the happy couple are leaving by the s.s. President Madison, the bride's going-away dress being of grey charmeuse with old rose embroidery and hat to match.

The bridegroom's gift to the bride was a platinum and diamond pendant, whilst the bride gave the bridegroom a gold wristlet watch. Amongst the many presents received were a pair of electric table lamps, marble clock and pair of lacquer vases from the staff of the Bank of Canton; an inscribed silver rose bowl from the *South China Morning Post*, Ltd.; a set of cutlery from the staffs of the *S. C. M. Post* and *Hongkong Telegraph*; a silver cigarette box from other Press colleagues; a silver coffee service from the members of the Chinese Club; a blackwood tray and silver inlaid Chinese seascape from the Chinese Recreation Club; and a cheque from the Directors of the *Wah Kiu Yat Po*.

DENISHAWN DANCERS.

IMPRESSIVE PERFORMANCE.

After a season in Manila, the Denishawn Dancers appeared at the Star Theatre, Kowloon, last evening, when they were enthusiastically greeted by a well-filled house. The remarkably high standard of dancing with which these popular entertainers are associated is too well known for us to recapitulate, and it is not too much to say that last night's show was one of the best that has ever been seen in Hongkong.

Under the heading of "Music Visualizations," some remarkably fine dancing scenes were given, and all taking part excelled themselves. The artists have brought the expressional side of their art to a particularly high pitch, and in the acted scenes their graceful actions and motions conveyed even more than could have been expressed in ordinary speech.

A particularly fine scene was based on a legend, which was given so realistically that one could practically feel the primitive motions interpreted by the dancers. The third part of the programme included characteristically pretty dances, some off-fashioned, and these were greeted with prolonged applause. The finale was a striking Egyptian scene, which made a great impression. As before, Miss St. Dunia was warmly greeted, and Mr. Ted Shown's numbers were also loudly acclaimed.

These celebrated dancers are only giving two more shows, at 5.15 and 9.15 to-day, and in view of the certain shortage of seats, all wishing to attend should book without delay.

MIXED GRILL

A Merry Miscellany

Ashley Sterne

Australia would appear to be rapidly becoming as celebrated for its remains of prehistoric animals as it is for its unprejudiced mutton and emus and things. Only a few weeks ago I commented on the discovery of the fossilised carcass of a diprotodon in the Wellington caves. Now somebody has found the head of a nototherium, the official description of which is "an animal of the wombat type, resembling a bear, which carried its young in a pouch." Of course, that old fool, Professor Barnum Crumplett, F.Z.S., is more off his onion than ever with joy at this discovery, and in a long letter to the *Parachutists' and Ventriologists' Monthly* he expresses the hope



that the whole of Australia will eventually be dug up in the cause of zoology. He is particularly sanguine that somewhere will be found the remains of a snopothodum, an animal of the mongoose type, resembling a halibut, which carried its young in a handbag; also of a speedotherium, a curious bird of the kiwi type, resembling a rhinoceros, which carried its eggs in a pickle-jar and hatched them on the doorsteps of Primitive Methodist chapels. "The finding of these remains," he concludes, "would not only be of inestimable value to science, but would, moreover, bring happiness to many an aching heart and desolate hearth." Isn't he a priceless fool? A septuagenarian ex-convict has been writing his reminiscences in one of our weekly papers, and claims that he has spent more than three-quarters of his life in prison. I always admire a man who has the courage of his convictions.

Manchester is a very enterprising city. I read that it is now busy solving the Brighton Manchester problem by manufacturing red hats for men—not the sort of Red Hat that used to visit us in War-days and severely cross-examine us as to what we did with our bones and dripping and rabbit-skins, but the ordinary workday felt hat in bright red hues. I like the idea tremendously. Why should ladies have a monopoly of all vivid-coloured headgear? Hitherto men have had to confine their craving for colour to cricket-caps, or else, in order to satiate their aesthetic longings, have been forced to become jockeys. But with the advent of the red hat there is no logical reason why we should not have the apricot hat, the ultramarine hat, the gamboge hat, and even the Joseph's coat hat of many colours. Meantime I am most anxious to learn how the Mancunians will receive the idea of the red hat. Will they cotton to it, or will they hand it to the frozen skull?

"In another twenty years," says a pacifist writer, "war will be at an end." Yes, but at which end?

It was recently decided at a meeting of the Consolidated Federation of Amalgamated, Incorporated and Allied Journalists that no discovery of the serpent was to be made this summer. Consequently I fear that some of us will be hard put as to what to write about during the coming Silly season. Personally I propose to start a newspaper discussion on the topic, "Should Plumbers Perspire?" and to that end I have written myself a little

letter strongly urging the right of every free-born plumber to employ his sudatory glands as he deems fit. I print an extract herewith in the hope that it will stimulate public interest in this all important social question.

Sir,—It was either Pliny the elder or Pliny the Younger, or possibly Pliny the Youngest, who said "Dum perspire, spero," which may be roughly translated "perspiration is better than inspiration." Does not this solve the whole difficulty? Pliny the Elder (or Younger, or Youngest, as the case may be) does not particularise; he merely makes a general statement which applies equally to plumbers, postmen, policemen, pearl-divers, portcullis-manufacturers, pork-butchers, and pugilists. What I maintain is, let 'em all sweat. Yours faithfully, Ashley Sterne.

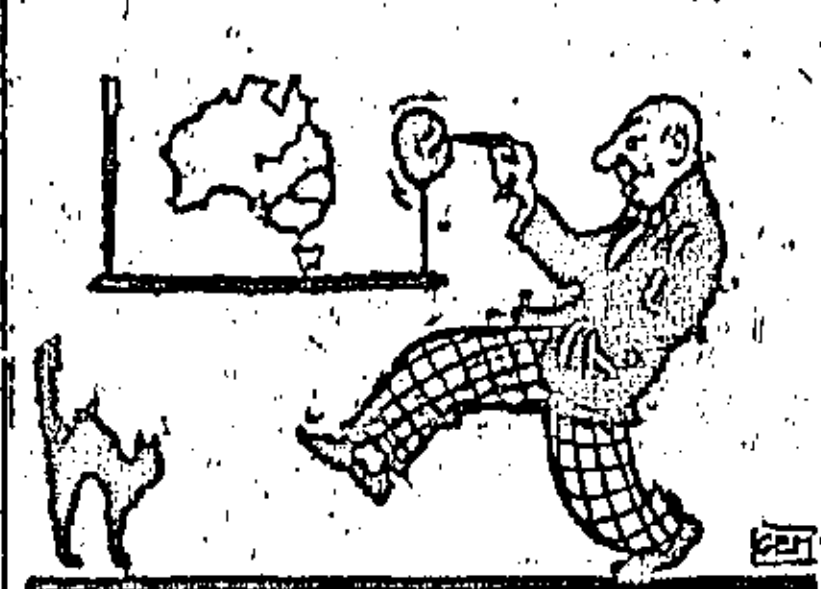
Perhaps some controversial reader will kindly contradict me?

As usual, Mrs. Moldeigh Marthagh, of Macleodfield, has invited a notable gathering of sportsmen to Mildew Manor for the grouse shooting. Among them are Col. Bowe-Leggo, who recently won the bottle-smashing championship at Hampstead Heath; Major Maddeley Bostytte, who just failed to win the trophy in the clay-ostrich-shooting competition at Cannes last winter; Capt. the Hon. Gastley Muckupp, who has shot the moon on more successive quarter-days than any other living sportsman; and my young poetical friend, Mr. Beasley Tosher, who has been shooting rubbish and plenty of it (mostly into editor's offices) for many years past. It is with his kind permission (coupled with an enormous fee) that I am privileged to quote the poem which appears below. It is painlessly extracted from his latest volume of verse, "*Kamptulicon and Kedgerie*" (Messrs. Blotto and Windup, 2½ net).

Lark, and the world Larks with you:
Grouse, and you grouse alone,
Sitting inside the sheltering butt
On some hard, cold, moorland stone:

Eating some hard-boiled eggs,
Draining the whisky flask,
Until the cry of the peacocks call
The sportsman to his task:

Jump to your feet, (if you can jump
After the doubles you've had);



Bringing your gun to your shoulder,
And prepare to lose off like mad.
List to the whirr of wingbeats
Over the masking butt!
Quickly you give 'em a right and left
And two little brown birds fall plumb.

Is there a rarer moment
Holds life a sweeter truce,
Than that in which the sportsman
begs
His first fine brace of grouse?

WHITTLED WISDOM OF THE WEEK.

One stitch in nine saves time.
It's a poor clerk that never invoices.

Half a wife is better than no bride.
You can drive a horse to the water, but you cannot make him drunk.

Don't count on your cheques
before they are cashed.
A rolling stone butters no parsnips.
Cut your cook according to her broth.

every well-to-do individual had his carriage and pair. In future only motor-cars are to be sold, for the sale of horses is no longer profitable. "We do not deal here with hunters and hacks," explained the manager of the firm, "and we have found that so few people want carriage horses to-day that it is no longer worth while holding the sales." As long ago as 1912 the directors of the firm realised the approaching competition of the motor-car, and became pioneers in the sale of motors by auction.

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RUSSIAN DANCERS.

ANOTHER EXCELLENT SHOW.

The Stavinski Dancers made another successful appearance at the Theatre Royal last night, and it is a matter for regret that the audience was no larger than it was, for the Company is one which more than holds its own in the matter of terpsichorean talent and the versatility of its performers. Last night's programme was extremely bright and colourful, and it now remains for the Hongkong theatre-going public to give their support by larger audiences at the remainder of the Company's season.

To-night will see their last appearance at the Theatre Royal, after which the Stavinski Dancers will go to the Star Theatre at Kowloon for their special matinee on Sunday, commencing at 5.30 p.m.

CUBAN SUGAR.

REMOVAL OF LIMITATION.

New York, Sept. 24.
There is some criticism here of the first report of a Decree issued by the Cuban President, M. Machado, regarding the removal of limitation on Cuba's sugar production because, although the Decree seems virtually to remove all limitation, such a phrase does not appear in the text. But the Decree is regarded as tantamount to that, for the President has therein stipulated that it was inequitable that all the sacrifices for the purpose of the "normalisation" of sugar should be suffered by one producing country. The harvesting of Cuba's sugar crop begins on January 1st.—*Reuter's American Service.*

Sir James Parr has assumed office as High Commissioner for New Zealand.

U. S. AND WORLD COURT.

WILL AMERICA NOW JOIN?

Washington, Sept. 24.
The decision of the Geneva Conference of World Court Signatories has not yet been officially commented upon but it is generally felt that the entire question of American membership is thereby greatly complicated and may involve another bitter struggle in the Senate, as it is believed that the President must obtain the Senate's consent before approving the wording of the acceptance.

The *Herald Tribune* says that Geneva's decision was polite but most obstructive in effect.

On the contrary the *World* opines that no reasonable American sincerely interested in the World Court can have any ground for further objection.—*Reuter's American Service.*

AIR MAIL.

CLOSING DOWN FOR WINTER.

Rugby, Sept. 24.
The Postmaster General announces that after September 25th the air mail service to London, Paris, Bale, and Zurich will be closed for the winter.—*British Wireless.*

The Board of Trade have received a silver reward medal and diploma of the Spanish Shipwrecked Rescue Association which have been awarded to Commander A. S. Leach, master of the s.s. *British Chancellor*, in recognition of his services to the shipwrecked crew of the s.s. *Villasandino* off Lundy Island.

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MOTTO FOR TEACHERS.

**"BEAR FORWARD THE TORCH
OF KNOWLEDGE."**

The Prince of Wales, addressing members of the City of London Vacation Course in Education, at the Guildhall, gave them as a motto, "Bear forward the torch of knowledge."

A gathering of schoolmasters and schoolmistresses, he said, is probably the last audience to which a layman, having a lively memory of his childhood, will care to speak with authority. (Laughter.) Nevertheless, I am very happy to have this opportunity of meeting teachers who have come from all parts of the British Isles, and from the wide-spread lands of Britain overseas. Especially do I wish to welcome the representatives who have come from other countries—from America, Italy, Iraq, Holland, Sweden, Denmark, Germany, Turkey, and Egypt—to attend this City of London Vacation Course in Education. May I wish them a pleasant stay among us and that they will gather enduring impressions of friendship and good will.

My life and work do not leave me much time for light reading, and one might not necessarily choose for that purpose the Blue Books issued by the Government Departments. (Laughter.) But I have been greatly interested in studying the contents of a work which is popularly known among you as the Code. From this official guide I learn that the purpose of education is to fit the boys and girls in our schools, practically as well as intellectually, for the work of life. Fitness for the work of life, as I understand the term, includes more than the power to earn a livelihood. (Hear, hear.)

This power must be fortified by a sense of duty and a reverence of things that are worthy and beautiful. Above all this power should be exercised in a spirit of unselfishness and with regard to the welfare of the community. In school games, in which I take great interest, and in many of the modern forms of school work, your pupils will learn the invaluable lessons of comradeship and co-operation, of playing and working for the team, rather than for themselves alone. If this view of education is right, and I believe it is, then I say give us more and more education. (Cheers.)

Eagerness for Education.

I am especially glad the Prince continued, when meeting you here, to be able to tell you that your work was never so much appreciated as it is to-day. During my travels in all parts of the country and in the Dominions overseas, I have been struck by the increasing eagerness of all classes of the community to obtain for their children a far better education than they themselves were able to secure. This better education is only possible through your co-operation, and your presence here at this great refresher course is evidence of the seriousness with which you view your responsibilities. Your motto is "Bear forward the torch of knowledge." It is in the sincere belief that in so doing you are serving the highest interest of the nation and indeed of the world at large, that I wish you God speed in your great work. (Cheers.)

Lord Eustace Percy, Minister of Education, said that we needed more education. We always should need more education. The moment of national decay would only come if we ever felt content and satisfied with the knowledge that we had got already.

Mr. H. A. L. Fisher, Warden of New College, Oxford, announced that the Bush scholarship of £300 founded by Mr. Irving T. Bush, of New York, had been awarded to Mr. John Whitely, the Central Council School, Oxford, who would go to America to study the American vocational high schools, and their bearing on the reorganisation of English Central Schools.

The Prince of Wales presented the Scholarship to the winner.

M. Jules Decaps, director of the Economic Services at the Banque de France, who accompanied M. Raoul Peret to London as technical adviser, was killed, together with his wife, by the over-turning of their motor-car at Genouilhac (Creuse).

ANCIENT INDIAN WONDER.

**IMPORTANT FIND IN
BENGAL.**

Calcutta.—Important archaeological discoveries have been made near the small village of Baharpur in Bengal, where a temple has been found which is of an entirely new type to Indian archaeology. In 1879 General Sir Alexander Cunningham identified the remains as those of a large Brahmanical temple, but the first scientific exploration of the site was begun four years ago, when the south-western corner was partially excavated. Operations were resumed in December last under the direction of Mr. R. D. Banerji, Superintendent of the Archaeological Survey of India, Eastern Circle, and have now led to the valuable discoveries.

Originally the temple consisted of a large quadrangle, surrounded by high enclosure walls lined on the inside with extensive monastic buildings. There were large gates in the middle of each of the four sides of the surrounding wall, and the principal entrance was presumably the one which faces north.

Beautiful Plaques.

The main temple, which was built entirely of brick, occupied the quadrangle, where a lofty mound, more than 70 feet in height, remained, while spaces between it and the surrounding wall were probably occupied by tanks and buildings, very little of which have survived to the present day.

Mr. Banerji's excavations during the last spell of cold weather were restricted to the northern portion of the central mound, and the northern gateway to the quadrangle.

The temple appears to have been a Garbha-Chitya, or a hollow pagoda. In the plan it resembled a gigantic Maltese Cross, the arms of which were large staircases now hidden in the projections at the four cardinal points of the central mound. The northern staircase, which has been almost completely exposed, is nearly 150 feet in length, but the steps are all ruined, and further excavation will be necessary to determine its internal plan. Along the side walls of the staircase and the lower part of the plinth there are two dados divided by projecting cornices. These dados are composed of beautifully moulded terra-cotta plaques, portraying flowers, trees, rocks, snakes, animals, and human, as well as divine and semi-divine figures. The terra-cotta plaques show the existence of a very high

standard of artistic activity in Bengal before the Mussulman conquest.

Clue to Date.

At the top end of the staircase there is a large platform, nearly 200 feet square, in the middle of which stands a peristyle hall with great corridors on each side. These corridors surrounded the main shrine, and are in the form of a Maltese Cross. Inside the great peristyle hall, on the north, four massive stone pillars supported the roof. The side walls of the corridors are still intact up to a height of 20 feet from the plinth of the peristyle hall.

While clearing this structure, the excavator discovered two inscribed stone pillars, one of which was dedicated in the fifth year of the reign of Pratihar, Emperor Mahendrapala I. of Kanauj, who began to reign circa 890 A.D. The sides of the corridors also bear two long dados like those on the plinth or the lower terrace, and the terra-cotta plaques of this dado are much earlier in date than those along the plinth.

Evidence of Rebuilding.

Many of the terra-cotta plaques are missing in the upper dados, and the gaps were filled up at a later date with ordinary bricks. In some cases the old plaques were turned upside down to fill up some of these cavities. It appears, therefore, that the original temple at Baharpur was built some time in the Seventh or the Eighth Century A.D. but that it was extensively repaired towards the close of the Ninth Century. The inscription of Mahendrapala I. of Kanauj discovered at Baharpur incidentally proves that the Pala kingdom had been wiped out by Bhaja I. of Kanauj soon after the battle of Mungar, in the middle of the Ninth Century.

The temple is built almost exclusively of small bricks with mud as mortar, and it is strange that with this material some parts up to a height of 60 feet from the ground level still stand after a lapse of some thirteen centuries. Stone has been sparingly used in this temple, but most of the pillars and pilasters are of stone, as are the huge drain pipes of gargoyles shaped as heads of crocodiles.

At Nuneaton, Frank Dyke, aged 23, a coalminer on strike, was sentenced to three months' imprisonment with hard labour and ordered to pay 25s. damages for discharging a stone from a catapult at an omnibus, owned by the Haunchwood Collieries, Limited, which was conveying working miners from the pits to their homes.

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MAE MURRAY.

Metro Star, says:

In the silent drama where the whole appeal is to the eye, pretty teeth are tremendously important, and formerly a great problem. Today Pepsodent is regarded at least as important as any other part of "make-up." How amazingly it acts, one never knows till using it after ordinary, old-fashioned methods.



Mae Murray

Those \$100,000 a year smiles in the movies

How motion pictures' famous stars gain the gleaming, pearly teeth that make smiles worth fortunes—how you can clear your own teeth in the same way. A simple test that reveals the most amazing of tooth methods—a new method urged by leading dental authorities of the world.

SMILES in the cinema world sell for thousands—that is, some smiles. Gleaming teeth are essential. Otherwise a smile can have no value. So these people follow the method explained not only for the satisfaction and beauty they gain, but as a matter of cold business.

Now a test of this method is offered you—simply use the coupon.

The amazing effect of exposing the film which forms on teeth. Dull, teeth, dingy, discolored. Now they are made whiter, more appealing.

Run your tongue across your teeth and you will feel a film. A film, no ordinary dentifrice will successfully remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming clearness that seems almost incredible. You may have gloriously clear teeth without realizing it. Thousands of people do.

New methods remove it. Modern dental science recently discovered ways to remove and combat that film. For besides impair-

ing beauty, it invites most tooth troubles and decay. It clings to teeth, gets into crevices and stays. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Germs by the millions breed in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now in a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous tooth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film, then harmlessly to remove it. No soap or chalk, no harsh grit so dangerous to enamel.

Results are quick. Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming charm. You will note a great difference. Your friends will mark it.

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Give full address. Write plainly. Only one tube to a family.



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Sole Agents—

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BABIES AT COLLEGE.

PROBLEMS OF MATRIMONY.

A child's go-cart and toy express wagon graced the lawn in front of Olivia Josselyn hall at Vassar College. In the shadowy doorway stood a spectacled young man with his hands cupped to his lips, shouting "Come in, Bobby; it's bedtime now!" Majestic spruce and elm trees, accustomed for fifty years to contemplate only the gentle meanderings of college girls at sunset time, quivered all over at the sight of a young male person, aged 4, desperately trying to climb the stately pine on the campus, while his highly intelligent parent wrestled with the problem of getting him to bed.

Education Of Woman.

By such incidents as this, was the visitor at Vassar College recently made aware of the arrival of a new chapter in the higher education of women. By the milk bottles standing on the window sills of an erstwhile freshman dormitory; by red and blue rubber bibs a-sunning on the lilac bushes; by miniature swings and climbing bars on the lawn; by chicken wire strung around the white columns of the college infirmary to prevent toddlers from going over backward into the flower beds, and by the procession of grinning truckmen hauling weeding room furniture notice was served on the world that the college was at last catching up with its graduates.

Making A Study Of Home.

Husbands and children were encamped on the college campus, and the entire energy of the family was directed toward solving the problems of modern marriage and the modern child. Hereafter, so far as the Vassar Institute of Eugenics can spread its influence, it will be recognized that if education is a preparation for life, then education for women must include some preparation for the chief activity of most women's lives—home making.

Forty-five women enrolled in the first summer institute. Most of these were young mothers with one or two children, whom they were anxious to bring up with as few mistakes as possible. Some were teachers and workers in fields allied to child care.

Great-Grandmother At 76.

There was a great-grandmother who at 76 retains so much zest for life and its problems that she just came along to see if the colleges had discovered anything she had overlooked in the process of rearing four children, six grandchildren and four great-grandchildren. There was the graduate of this year's Vassar class and her mother, both enrolled to study home-making problems.

There was one young mother of three children, one a 4-month-old infant, who was beginning to feel the burden of child care choking certain native talents which she always had expected to enjoy. She came to see if Vassar could help her solve the problem of how to have children and a career at the same time.

Treasured Routine.

Some of the treasured routine in the life of more than one "only child" is being rudely shattered on Vassar's campus this summer. Previous babes who had never slept in anything but high-walled cribs were laid out on college girl cots, much to their disgust and the stoic amusement of their mothers, who dared not show the alarm they felt. One youngster of 3 justified her mother's alarm and did fall out of bed in the night, but it all had to be treated as a joke, as the child was unharmed.

For the most part, however, life in the infant class was serene as the summer sunshine that dappled the lawn on which they played. Abbreviated rompers, allowing the health-giving sun to play on their young shoulders and backs, were the uniform of the infant class; prunes, junket and other highly desirable infant foods their menu, and mothers who have cajoled the fickle appetite with fairy tales were sternly forbidden the premises.

Companionship Of Children.

Only for one hour in the afternoon, and for the night, were the mothers allowed the companionship of their children. In those

hours they were free to find out if they could what new virtues the youngsters had acquired from imitation of their companions, and to experiment upon them with the laws of child psychology they have acquired during the day.

But the infants, though foremost in the picture, were not the sole problems which the young married women brought back to the campus with them. Servants, the high cost of living, household management, suppressed talent—all the major problems of American womanhood were represented in the group which gathered that first night to hear Dr. Henry Noble MacCracken, president of the college, outline the purposes of the institute.

Eugenics is defined at Vassar as the science of efficient living. It is the study of the controllable environment and its adaptation for the improvement of the individual, and hence of the race, through increased efficiency, mental and physical. It represents the attempt to bring together and correlate the resources of modern science which bear on the home and family, and to focus the attention of educated women upon all that the natural and social sciences, particularly psychology, physiology and economics, have to contribute toward human welfare.

Eugenics is to environment what eugenics is to heredity. Instead of passing the responsibility on to the next generation, or blaming the last one, it says to the women of to-day that if they will but use the wisdom that the world has made ready for them, they can do a definite bit of work themselves toward improving the race.

Men In Cosmic System.

Dr. MacCracken pointed out that Vassar had long ago admitted the presence of young men in the cosmic system by letting down the bars to campus callers and making opportunities for the maids of the college to enjoy the society of their men friends, both in and away from the academic groves. Results: More and earlier Vassar marriages. Thus the ancient reproach upon college women that they marry less than their nonacademic sisters is becoming extinct.

Vassar, which took the lead in woman's rights fifty years ago, now heads the procession back to the home. According to Dr. MacCracken, this is an entirely logical position. Woman's first concern was to demonstrate to skeptical men that she had a brain the equal of his. Having demonstrated this, by mastering his pet subjects of trigonometry and the classics, and having proved her ability to earn her living in the man-made world, she is now ready to return to her own province, enriched with the treasures of the outer world, but satisfied that her ability is worthily invested in home making.

The death is announced, in his 80th year, at Schenewerd, of M. Edward Bailly-Prior, senior director of Bailly, Limited, one of the largest shoemaking firms in the world, who was a member of the Swiss National Council from 1902 to 1917.

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Chesterfield



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A
ROYAL
ASSORTMENT

WOMEN'S INTERESTS

FOR THE
DINNER
TABLE



First of all, for autumn Paris milliners offer the large picture hat. Black velvet, the soft, crumpled kind, with a ribbon of beige grosgrain tied effectively at the side to set it off.



Raspberry coloured petersha, this is, on a black felt cut in the Louis XI shape. A rhinestone buckle for decoration.



Then silver grey velvet, sewn in parallel lines and with a high crown. Heron feather, in two colours, come to the chin.



And the square crown, reminiscent of the old silk topper or the English lady a-horse-back. The odd shaped buckle in front is goldsmith.



Last, the wide hat again. Black plush with a salmon coloured velvet ribbon for relief. In this creation Paris features the irregular brim, a charming setting for the pretty face.

TRIPLE ROLL COIFFURE.

Triple rolls of hair over the ears is the newest variation of "the shingle that is trying to grow long again," and many girls at the moment are adopting this very effective style.

There is something in the new mode reminiscent of the ladies of the French Court at the time of Mme. la Pompadour, and it is interesting to see how the new-old coiffure fits in with the modern face and mannerisms.

A beautiful girl at the theatre the other night showed this hair-dressing at its best. She had a pure oval face, above which her pale golden hair lay flat and smooth along the centre of her head, the ends of hair being brought down at the sides and arranged in three little rolls, one above the other, about each ear.

She was wearing modern crystal earrings, and was smoking between the acts; but her long-bodied taffeta frock of pink-shot blue had about it an old-world suggestion in keeping with her coiffure.

The triple roll hair-dressing is very convenient for the bobbed or shingled girl whose hair is in the intermediate growing stage, especially when the hair is neither naturally wavy nor curly.

It suits the oval-faced girl best of all, but is useful to the girl who wants to draw attention from the fact that her face is over long and thin. But the broad-faced girl who is wise will admire the triple rolls on her friends, and sternly ignore them so far as her own hair-dressing is concerned.



This frock is of crepe lace and flat silk cut in short, smart silhouette.

FASHIONS, FADS AND FANCIES.

Smart Underwear.

Although evening frocks are becoming more and more simple in outline and design, frocks for day wear, and particularly those for sports wear, are becoming very ornate. The jumper-suit is now a most dignified creation. It is seen in the smartest dress parades adorned with gay and expensive buttons; it is sometimes elaborately embroidered, and the pleating in the skirt resembles ribs and flutings in the most wonderful patterns. To vary the design, the jumper is sometimes made to fit closely, like a tight jacket, or it is the tunic which reaches to the knees.

Thinner Still.

Surely there must be a competition among the smart dancing girls to see who can procure the flimsiest material for her next frock. Ninons, patterned chiffons and embroidered georgettes, in extremely fine grades, and in pale, soft colours are now used for the dance creation. The thinner the material, the more pleats, panels, shoulder draperies, and ribbon ends there are on the frock. These fabrics lend themselves to great variation in dainty, frilly designs, and, of course, that fact only enhances the attraction of the very transparent materials.

Instead of Stockings.

Smart women are only satisfied with their hose when they know it is of such a fineness and of such a neutral colour, that it looks, from a distance, as though they have dispensed with stockings altogether. Now, some eccentric women in Paris are going farther, and are applying a pomade to their bare legs which gives the appearance of silk stockings. Light in weight but heavy in the bill, it would be a comfort to know that one is to be worried no more by stockings—but if this pomade application were considered a la mode, the pomade-makers would be sure to make up the difference in their charges. The less you wear, the more you pay; or so it seems.

Gold on Her Fingers.

Parisian dress designers think that to complete a perfect ensemble, one's finger nails should be carefully silvered or gilded. At least, a number of smart mannequins are already following this strange whim. It is, they say, the latest idea in fashionable make-up. If great care is taken, then liquid silver, or gold shoe paint will answer the purpose. But there are gold dusts which can be applied quite securely with a soft brush. So gold shoes may mean gold nails, and silver shoes are worn with silver nails!

Eccentric Effects.

Dressmakers, who realise what an art the combining of materials can be, are now placing side by side such contrasting materials as silks and cloth, and are achieving most artistic results. For instance, navy repp coats are prettily collared and cuffed with ruffled chiffon. Severely-tailored coats are worn with full, pleated crepe-de-chine frocks, or georgette frocks trimmed with metal embroideries. Velvet and ninon make fancy, sleeveless jackets, and a white net slip has been worn with an egg blue linen waistcoat. Smart dressmakers seem to be avoiding the "ensemble" habit, and are now providing outfits whose striking feature is their oddness, a cloth frock has been accompanied by a silk, fur-trimmed coat, and, a fine straw hat!

BEIGE AND BROWN.

The one-colour wardrobe is dead; the three-colour wardrobe is smarter than smart; but the two-colour wardrobe is the most economical and thoroughly satisfactory for the woman who has to count her cheques before they're cashed. So, in planning clothes the two best combinations of the moment are brown and beige, and black and white.

The brown and beige wardrobe is the most practical known to woman—smart, but not too striking; easy to match with accessories; generally becoming to many types; suitable for all day-time occasions; and calling for little cleaning.

A beige chequered cape-coat goes smartly over the beige-and-brown

printed crepe dress below it, and equally well with a brown-banded beige georgette crepe. For the country, the clever woman has her straight, scarf-collared coat in shaded wool—orange and beige and brown—under which she may wear her natural kasha two-piece dress, with the little orange and brown and beige knotted scarf giving a flash of colour.

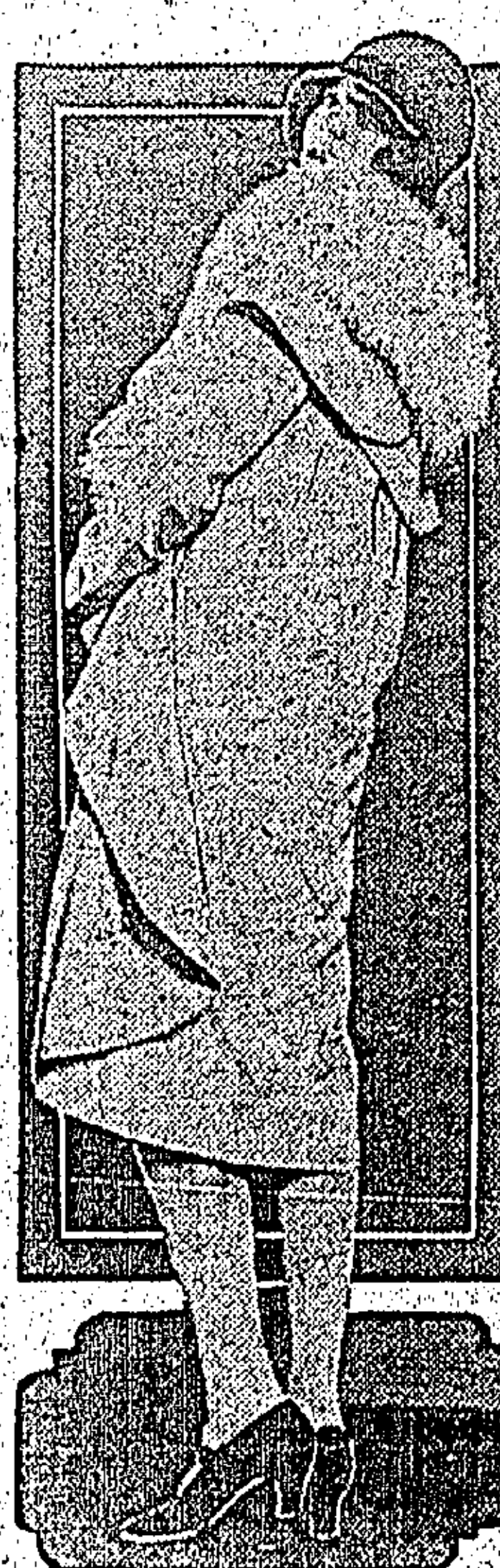
With all these various costumes, she wears the same hat—the ever-smart "Paris" of brown felt. She has two pairs of shoes, her beige kid high-cut pumps. Her purses are two-in number—a flat brown pigskin envelope and a Chanel bag in orange suede. The first bag matches her hat exactly. Beige suede gloves and beige stockings go with everything she has.



White cheviot tweed with scalloped hemline.



Black broadcloth trimmed with goat fur scarf.



Wool repp, rippling cape, and white fox fur.

STILL TONGUES.

The wise old owl's use of silence in order to hear more, is all right up to a point.

But most of us would fare badly with a too prolific usage of the same.

After all, neutrality doesn't always pay. Unless a definite side is taken, boldly and decisively one must be impartial, and impartiality leads nowhere.

Most of us are dependent on our fellows for appreciation, and although silence employed at the right moment can show this, pretty speeches, intelligently employed, are much more powerful.

There is immense comfort in the turning of a graceful compliment both to a recipient and the giver.

It is never necessary to unduly flatter, neither is it ever desirable to come down like a sledge-hammer, with some opinion, even though it be the truth.

Calling a spade, a spade doesn't get its exponent far in social life, in the world of pleasure, or for that matter the world of business. Truth can be administered, in those cases where it may be unpleasant, in a gentle way.

In fact, some people are blessed with the faculty of making an unpleasant truth reach its objective, and the listener be left with the delicate sense of having received a compliment.

On the other hand, flattery which trips off the tongue incessantly defeats its own ends, and only wearies the hearer.

Some measure of appreciation we must, however, accord to each other, and this applies particularly in married life.

The strict out-spoken moralist, never deviating a hair's breadth from his reading of what he calls the truth, and the neutral owl-like type are alike failures.

Those who instinctively know exactly what the other person wants them to say or do, and who say or do it, be it delicate flattery, blunt truth or be it in keeping a still tongue, have discovered one of the great secrets of getting along in life.

NEW FASHION FREAK.

"Pocket handkerchief" has become a misnomer. The last place in the world where a smart woman of the day would look for her handkerchief is in her pocket.

It is part of the fashion code of the times to find a new place for carrying the handkerchief every other week or so. A handkerchief folded cross-wise and knotted apache fashion, to protect the neck of a Deauville holiday-maker from sunburn started the scarf-handkerchief craze, which swept through Europe and America a few seasons ago.

That was the beginning of the new cult of the handkerchief for decoration rather than utility. Since then the leading Paris and London dressmakers have displayed considerable ingenuity in devising new ways of carrying the pretty trifle. It was knotted round the wrist, drawn through the sleeve of the upper arm, fastened to the garter, worn as a flower on the shoulder, and one creator of modes won notoriety by designing afternoon and evening gowns that were composed practically entirely of handkerchiefs.

Mid-season fashion has found another and even more unconventional method of handkerchief conveyance. The new high-crowned hats are being trimmed with a single band of gros grain ribbon and a small fan-shaped mount of the pleated ribbon, which makes a receptacle for a dainty handkerchief of chiffon or georgette. The handkerchief arranged in this way suggests the petals of some summer flower.



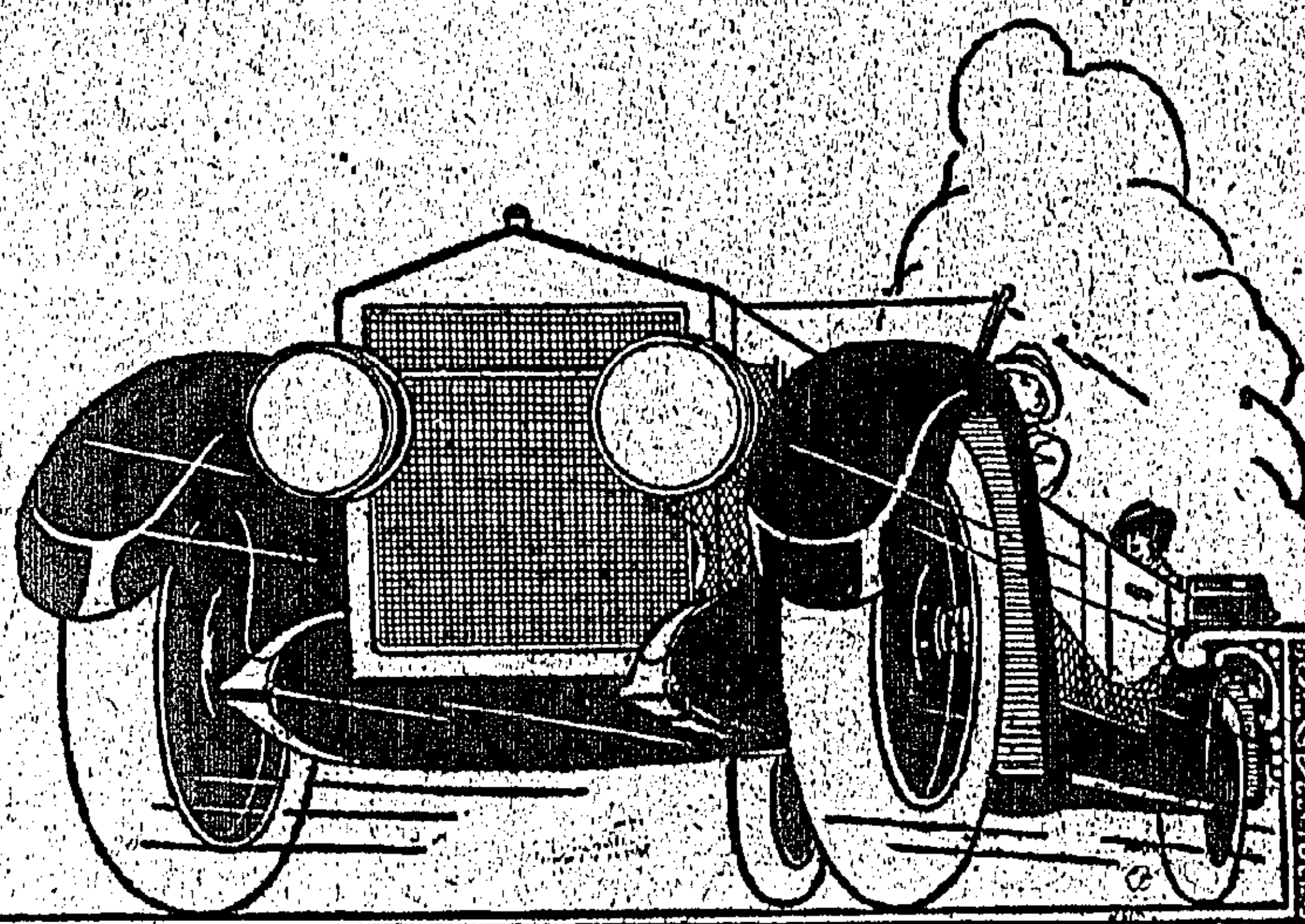
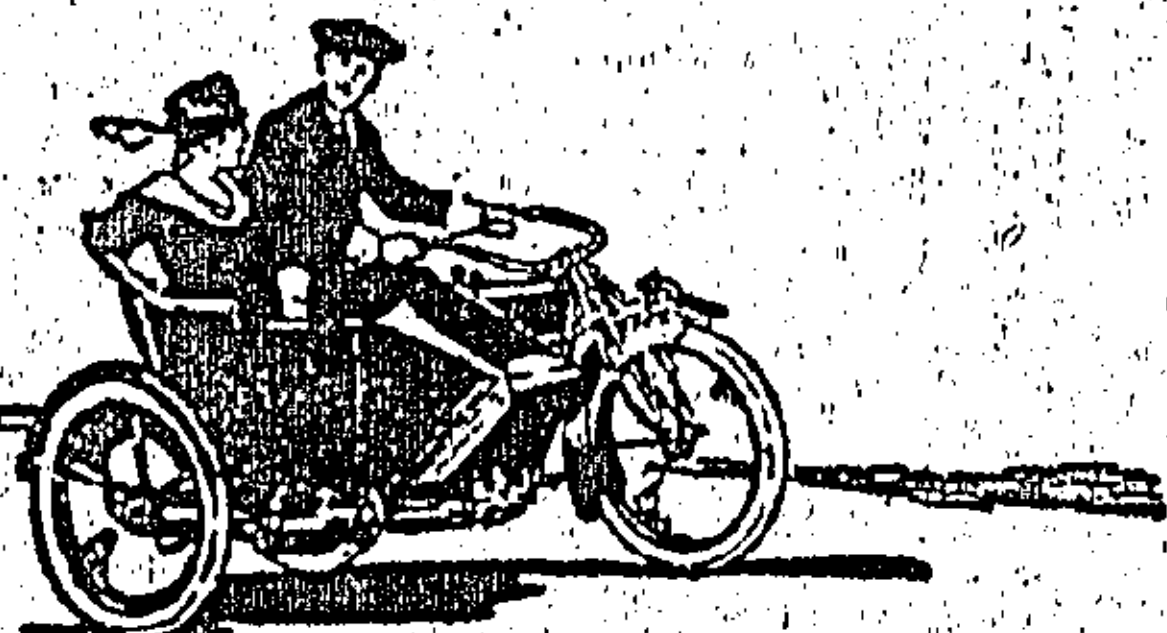
White chiffon with skirt and berth of fine Chantilly lace makes this dainty frock.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 25th. SEPTEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

The A.A. and Motor Union.

The Annual Report of the Automobile Association and Motor Union surely constitutes a landmark in the history of the Association, which, during the present year, will complete twenty-one years of service in the interests of members. The Association was founded in 1905, with a membership of 100. Every succeeding year has brought an increased membership; at the end of the last financial year nearly a quarter of a million motorists carried the Association's badge. On April 30th, 1926, total period the 800,000 mark will have been passed. It is indicative of the appreciation of the Association's work that there was a constant increase in membership throughout the winter months of 1925-26.

Upholding Traditions.

During the period under review the Association has, in accordance with its traditions, considerably increased the Road Organisation, the permanent staff, office accommodation, and its activities generally, in order to meet the increasing calls for services by the ever-growing membership. The new London Headquarters are almost completed, but, commodious as they are, they are unable to accommodate the whole of the Headquarters Staff. So far, however, as the personal convenience of visiting members is concerned, the new Headquarters will meet all requirements.

Local Motorists.

Hongkong motorists who are members of the H.K.A.A., enjoy all the privileges of the Home Association when on leave, the local Association being in constant touch with the parent body.

Comparisons.

There are a few motorists, fortunately very much in the minority, who remain outside the Hongkong Association, using as an excuse the assertion that the benefits to be derived locally do not warrant applying for membership. They compare local work with the work of the A.A. in the British Isles and Europe, which amounts to a comparison of totally different conditions. Especially in the last few years has the Hongkong Association proved of invaluable assistance to motoring in this Colony, and there should be not one car owner who is not a member, and furthermore, who does not display the Association's badge on his car.

Future Work.

The H.K.A.A. is not by any means an idle Association, but the nature of its work is necessarily of an unobtrusive nature. Many of our road improvements have been effected as a result of suggestions forwarded to the Authorities concerned by the Committee, there being a happy understanding between various Government Departments and the Association. At the present moment, there are several important matters under consideration, such as the provision of uniformed watchmen (after the familiar style of the Home "scout") who will be on duty during certain hours in the vicinity of the Kowloon Ferry, where petty thefts from motor cars and cycles are not uncommon. This experiment will decide whether similar action should be taken elsewhere in the Colony. The matter of parking is also under

consideration. During the week the signal lights just below the tram station on Garden Road have been altered, a triangle light giving way to those which were liable to be confused with the tram signals. This was the outcome of a suggestion from the Association. There are several other matters under consideration, and motorists who are not yet members should show their appreciation for the vast amount of work done by immediately joining. Naturally, the greater the membership, the stronger the Association, both from the influential and financial point of view.

Motor Transport.

It is gratifying to note that commercial motor vehicles are proving their worth in Hongkong, and that both European and Chinese firms whose business calls for transport facilities, are disregarding the old coolie drawn truck for the modern and quicker method as provided by the motor lorry. After all, the motor lorry is indicative of the progressive policy of the firm whose name appears upon it, and in that respect alone, it serves a valuable purpose. It is significant that several building contractors who purchased a motor vehicle more or less as an experiment, now run quite a number of lorries, so satisfactory has the result been. Any business which has need of transport facilities must sooner or later adopt mechanical transport in order to keep up with progressive competition, and it is fortunate that there are several excellent types of vehicles suitable for any trade which can be purchased in the Colony. One of the outstanding types is undoubtedly the "Graham" which is not only a thoroughly reliable and capable machine, but moderate in initial outlay and upkeep. Those firms who are already employing them, speak well of their ability to stand up to hard work.

Roads.

Podder Street is nearing completion, and motorists will be glad when the parking space is reopened. Robinson Road at the junction of Glenealy is impassable and cars should not venture there. The West end of Kennedy Road is still closed. The Island Road between Tytam and Repulse Bay is still undergoing repair, but the Shek O Road is greatly improved, although not by any means completed yet. Its condition is, however, better than it has been for a long time. Regarding Conduit Road, cars are as yet unable to drive down into Robinson Road on account of the Glenealy stoppage. The new road leading to Conduit Road from Robinson Road is not yet completed, but the conclusion of the work should not take long now that resurfacing has been started. At present there is a notice board at the end which states "No Motor Lorries."

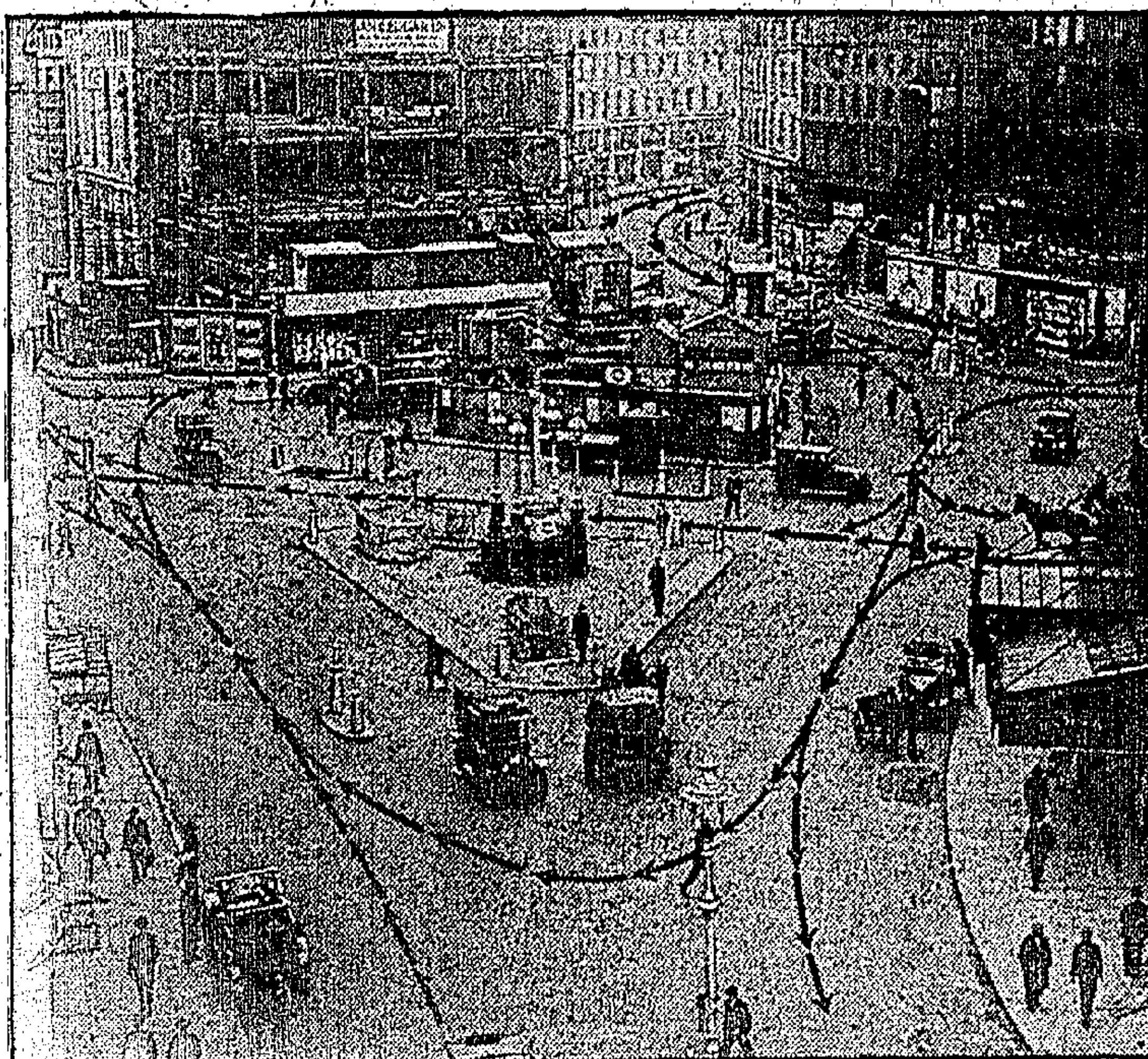
New Cars.

A "Singer" six cylinder has been seen on the road, and somewhat novel in that it is equipped with two carburetors. An "Austin Seven" guaranteed at 60 m.p.h. has also made its appearance. A German car by the name of "Hanomag"—10 h.p., 2 seater—is also a new arrival, as is the "Overland" British built 5 seater.

LONDON'S DIFFICULT TRAFFIC PROBLEM

INTRODUCTION OF THE "GYRATORY SYSTEM."

(BY MILTON BRONNER.)



Piccadilly circus, one of the busiest centres in London, has traffic going only one way now. Arrow lines show how the vehicles are directed.

London, Aug. 16th.—London which has the most difficult traffic problem in the world, thinks it has almost solved it by applying what is known as the gyratory system at the various "circuses," making a number of streets which lead into these "circuses" one way streets, reducing the number of busses which may run on the busy streets and tackling the problem of cruising taxis.

London's traffic problem is far more serious than that of American cities because, most of the gridiron plan while in the old English capital many of the streets "run in curves. The "circus" problem still further complicates this.

The name "circus" is given to many squares like Columbus Circle in New York, where several streets enter from all points of the compass. The natural tendency of this is to create an immense mass of traffic in the "circus" with thousands of vehicles attempting to cross in all directions.

London's problem is made more difficult by the vast amount of horse-drawn vehicles. Just as a chain is on stronger than its weakest link, so no traffic can be faster than its slowest vehicles.

HORSES STILL POPULAR.

The extent of this can be indicated by the fact that out of the vehicles which cross over Blackfriars bridge into Ludgate Circus 36 per cent. are horse-drawn. In Tooley Street in the busy London Bridge section of London, two-thirds of the vehicles are horse drawn.

A vast amount of the traffic in the London streets is that of omnibuses. Thousands of busses ply the streets. Then, since 90 per cent. of the taxicabs are owned by the drivers and owing to the further limited amount of space for cab ranks hundreds of cabs crawl along the streets looking for passengers.

GYRATORY SYSTEM.

At five of the busiest places in the giant city the gyratory system has been introduced: Aldwych, Parliament Square, Hyde Park Corner, Trafalgar Square and Piccadilly Circus.

Under the old system vehicles were allowed to come into these places from all points. Now they have to go clockwise, circling around always to the left. In order to get out of the squares, certain exit streets have been made into one way streets.

One of the main streets that enter Piccadilly Circus is Piccadilly and here the New York idea of signal lights is being introduced. Under this, traffic in Piccadilly will be synchronized.

How the gyratory system works is best illustrated by figures about Trafalgar Square. Over 50,000 vehicles move through this place in 12 hours. Under the gyratory system this huge volume of traffic is moved without more than three-quarters of a minute delay. Four minutes used to be a common thing.

It has been found, however, that an extensive system of signal lights to synchronize the movement of traffic will be impossible here because there are few streets where long straight vistas are obtainable.

MOTORIST INVENTION.

A motorist is credited with the invention of an electrical instrument for relieving deafness. The inventor, Dr. Byron Eldred, on taking a very deaf friend in his closed car found that with the engine running his friends could hear almost normally, though when the engine stopped deafness returned. Experiments followed, resulting in the production of an instrument (called the audiwave) designed to massage the nerves of the ear by means of sound waves and vibrations, with very beneficial results.

CORRESPONDENCE.

RIGHT OF WAY.

Sir,—Your remarks in Saturday's Motor Section concerning the right-of-way of an ambulance or fire engine were certainly justified in a general way, although if the incident to which you referred happened on Friday the 10th, inst., shortly after 5 p.m., there were circumstances which absolve drivers of the allegedly offending cars from blame. In the first place, the ambulance was returning to Hongkong, presumably empty, and in the second place, the driver voluntarily pulled into the side of the road, thus inviting the other cars to pass him. It is surely to be presumed that had an urgent case been on board, the driver of the ambulance would have shown anxiety to pass.—Yours etc.

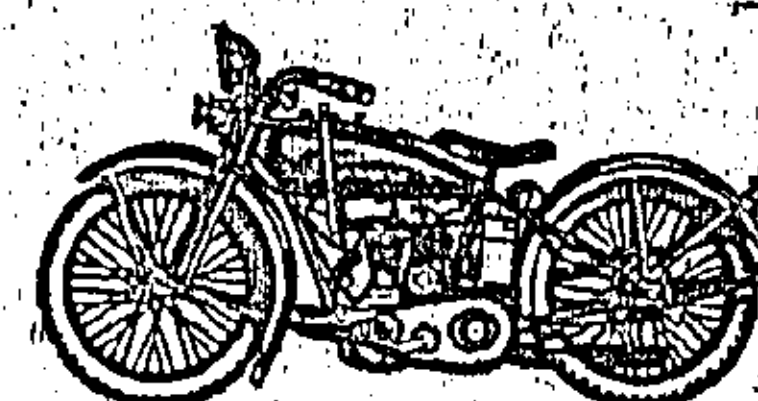
CONSIDERATE.

Hongkong, Sept. 20th, 1926.
[We are afraid we cannot agree with the suggestion that the return journey of an unoccupied ambulance is not urgent. An urgent case might be awaiting the return of a first aid squad to the Station, and if in the incident quoted, the driver did not display anxiety to

return speedily, he should receive definite instructions from his superior officer. Our correspondent's viewpoint alone warrants the publication of special instructions to motor drivers on the question of privileged right-of-way Ed. H. K. T.]

AUTO AIRPLANE.

A combination airplane and automobile has been constructed in Madrid, Spain, to fly between cities, to land and fold up its wings and to continue the journey as an automobile.



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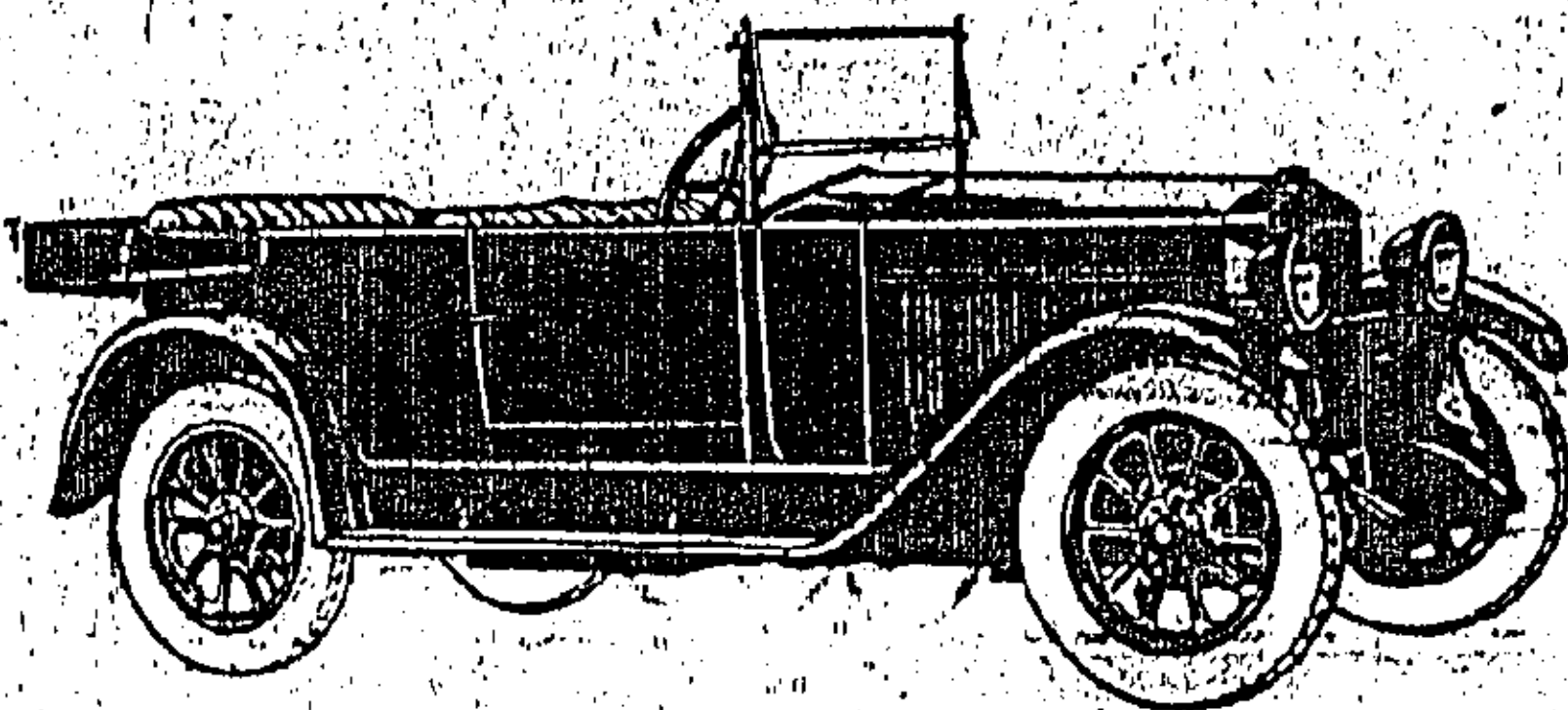
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

TIGHTENING UP THE STEERING LINKAGE

As the connections between the steering connection-rod and the pitman-arm (steering gear arm) and between it and the steering-knuckle gear rod-arm, are of the ball and socket type, lost motion at these points can be removed by adjustment. Remove the cotter-pin, turn in on the large slotted adjusting-screw, which fills the tubular end of the rod, until the spring within acts forcibly enough on the outer ball-cup to eliminate play, then carefully replace and bend over the cotter-pin.

TIE-ROD ENDS

The joints between the tie-rod ends and their knuckle-arms are usually yokes, and are adjustable. Reaming out the holes and fitting new over-size bolts is the only way of removing lost motion. To prevent rattle due to play of the parts along the bolt, the yoke should be squeezed together by tightening the bolt until it almost binds the parts. On some late cars tie-rod ends are of the ball and socket variety and therefore adjustable.

LOOSE KNUCKLE-ARMS

The steering knuckle-arm is set into a tapered hole in the steering knuckle—its end being correspondingly tapered—and the tapers are drawn together by a nut, secured with a cotter-pin. Occasionally the seating of these parts is not permanently rigid and when looseness develops the wheel concerned is left free to wobble somewhat. Retightening, after a refitting of the tapered surfaces, will overcome this defect.

KNUCKLE-PINS AND BUSHINGS

The vertical hole in the knuckle usually contains a bronze bushing, within which fits the knuckle pivot (king pin), which also passes through the two arms of the forked axle end. Driving out and replacing this bushing and substituting a new pivot pin will do away with lost motion there. On some higher priced cars, of late model, the knuckles turn on roller bearings; by adjusting which, whenever necessary, lost motion can be corrected indefinitely. Adjustment of worn gear steering devices will be treated in a later article.

STEERING GEAR ADJUSTMENT

Question: How can I tighten the mesh of the worm and worm-wheel in the steering gear of my car? I have turned the worm wheel around to new positions but this is not sufficient. I understand that this gear has an eccentric bushing adjustment, but I cannot find it.

Answer: There is no eccentric bushing adjustment in this steering device, the only adjustments being that of the upper worm-shaft thrust bearing, to correct end-play in this shaft and an adjustment for end-play in the worm-wheel shaft. This consists of a hardened screw, the point of which bears against the end of the worm-wheel shaft opposite to that to which the pitman-arm is attached. This screw is fastened by a lock-nut which when loosened allows the screw to be turned in and prevents the worm-wheel shaft from moving end-wise under the influence of the worm. If you will make this adjustment, we believe most of the lost motion will disappear, if the thrust bearing has been taken up and the worm wheel set in a new mesh position.

TO SOFTEN THE BUMPS

Question: A friend who owns a coupe, exactly like my own, claims that he has largely prevented its bumping up and down on rough roads by carrying several heavy stones in the luggage compartment. Do you see any objection in my trying this idea on my car?

Answer: While this is a very crude remedy, it is a rather effective one. Although it seems too bad to add dead weight to make a car ride easier it is probably a cheaper remedy than putting on shock-absorbing devices, the effect of which it is not easy to predetermine. There is little excuse for putting out a coupe which rides hard, but so long as this is done, one has to resort to any expedient which gives promise of proving successful.

TO MAKE PIPE JOINTS TIGHT

Answer to E. D., who asks what to use on pipe threads in "making up" a gasoline pipe line: Shellac the threads or use a heavy rubbing of soap. The latter is better if it may be necessary to break the joints later.

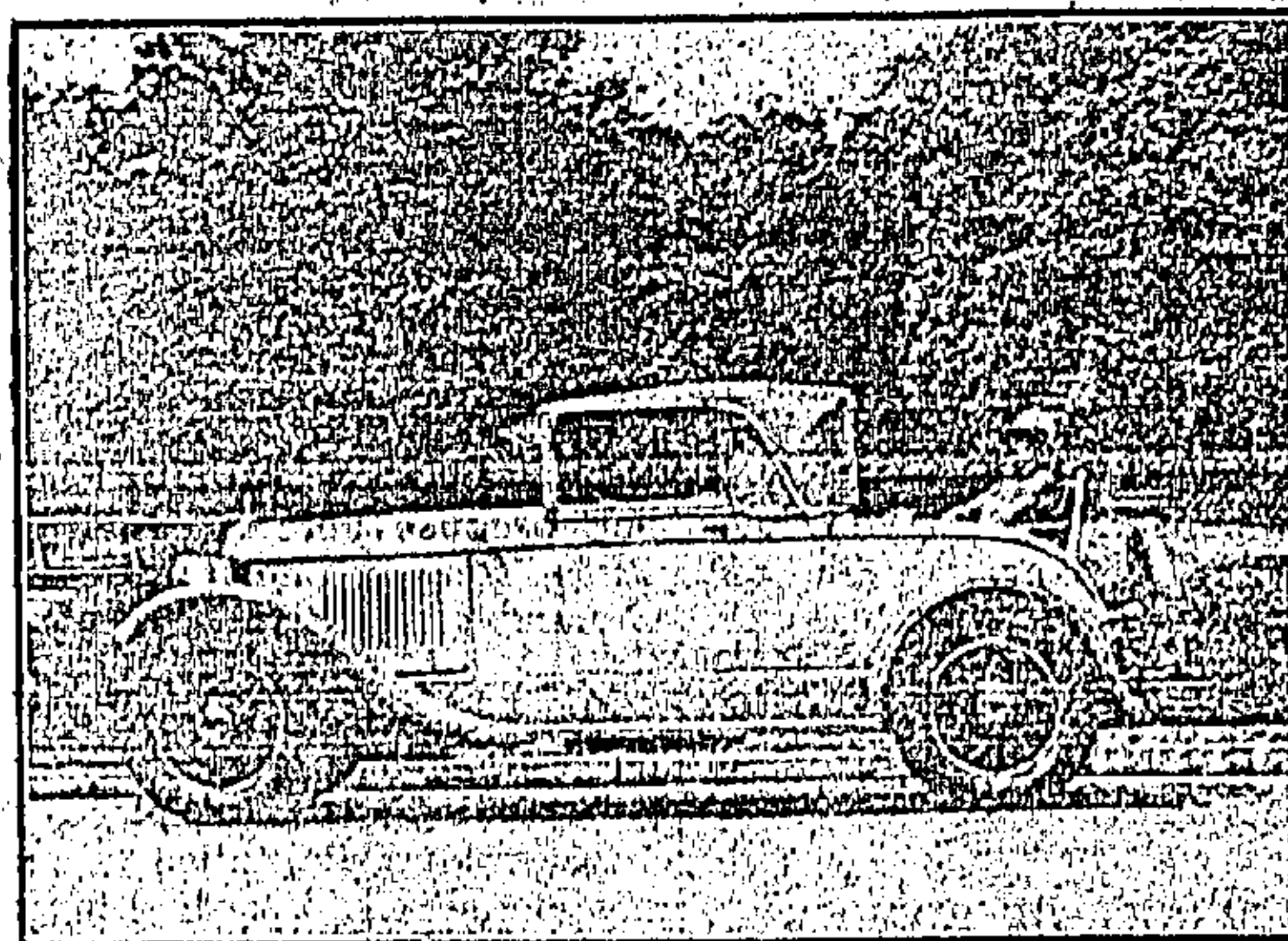
SWISS MOTORING

Car legislation in Switzerland is being revised, so that, in place of the multiplicity of separate cantonal enactments affecting motor tourists, there will be a single set of regulations applicable to the whole country. The new legislation (which, however, awaits the approval of a plebiscite) contains provisions regarding liability for accident and compulsory insurance. Incidentally the Alliance Internationale de Tourisme has approved of the principle of compulsory insurance.

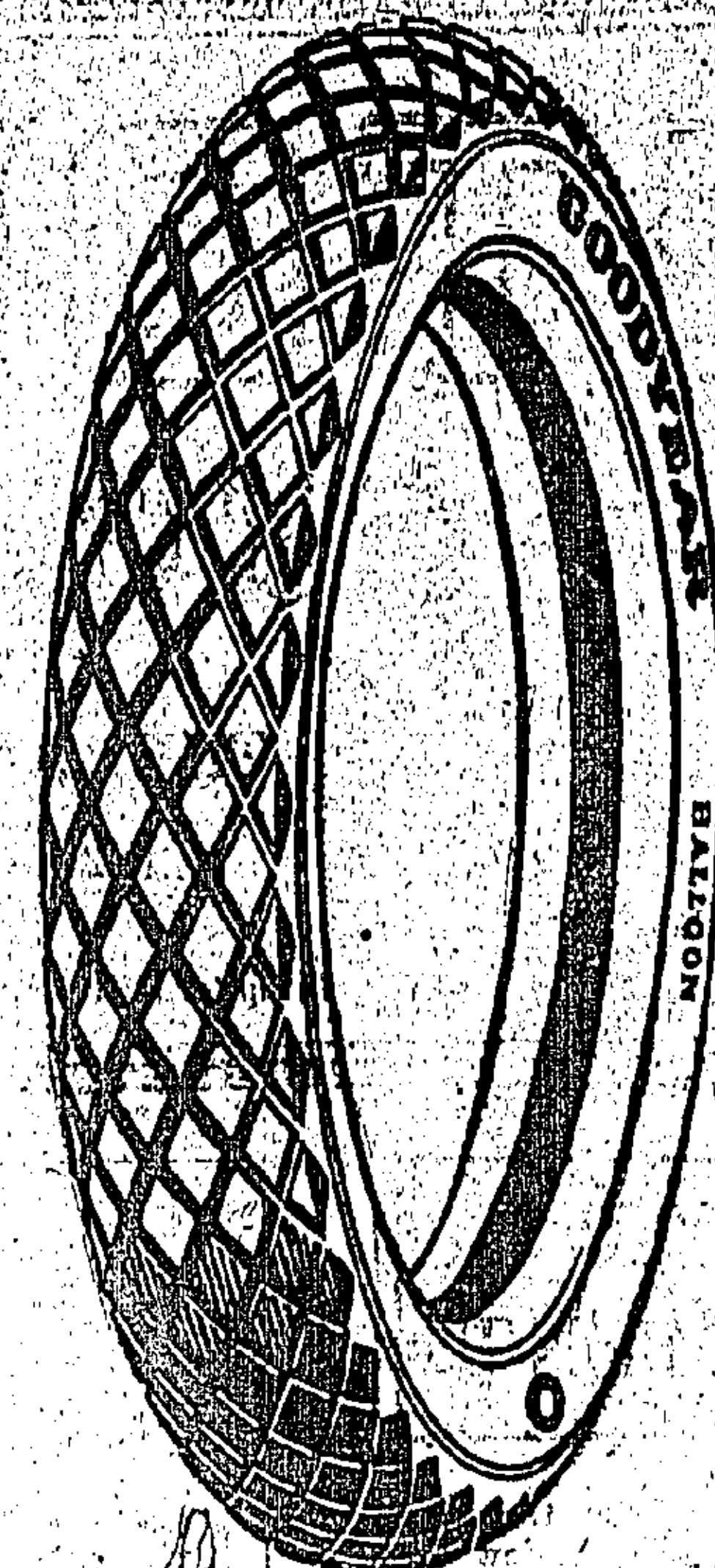
WORLD'S FIGURES

According to the latest available figures from American sources, the number of motor vehicles in use in the different parts of the world are: United States, 17,726,500; Great Britain, 773,000; Canada, 636,000; France, 573,000; Germany 216,000; Australia, 205,000; Argentina, 120,000; Italy, 89,700; Spain, 70,000; Belgium, 65,000; India, 63,000; South Africa, 61,000; New Zealand, 60,600.

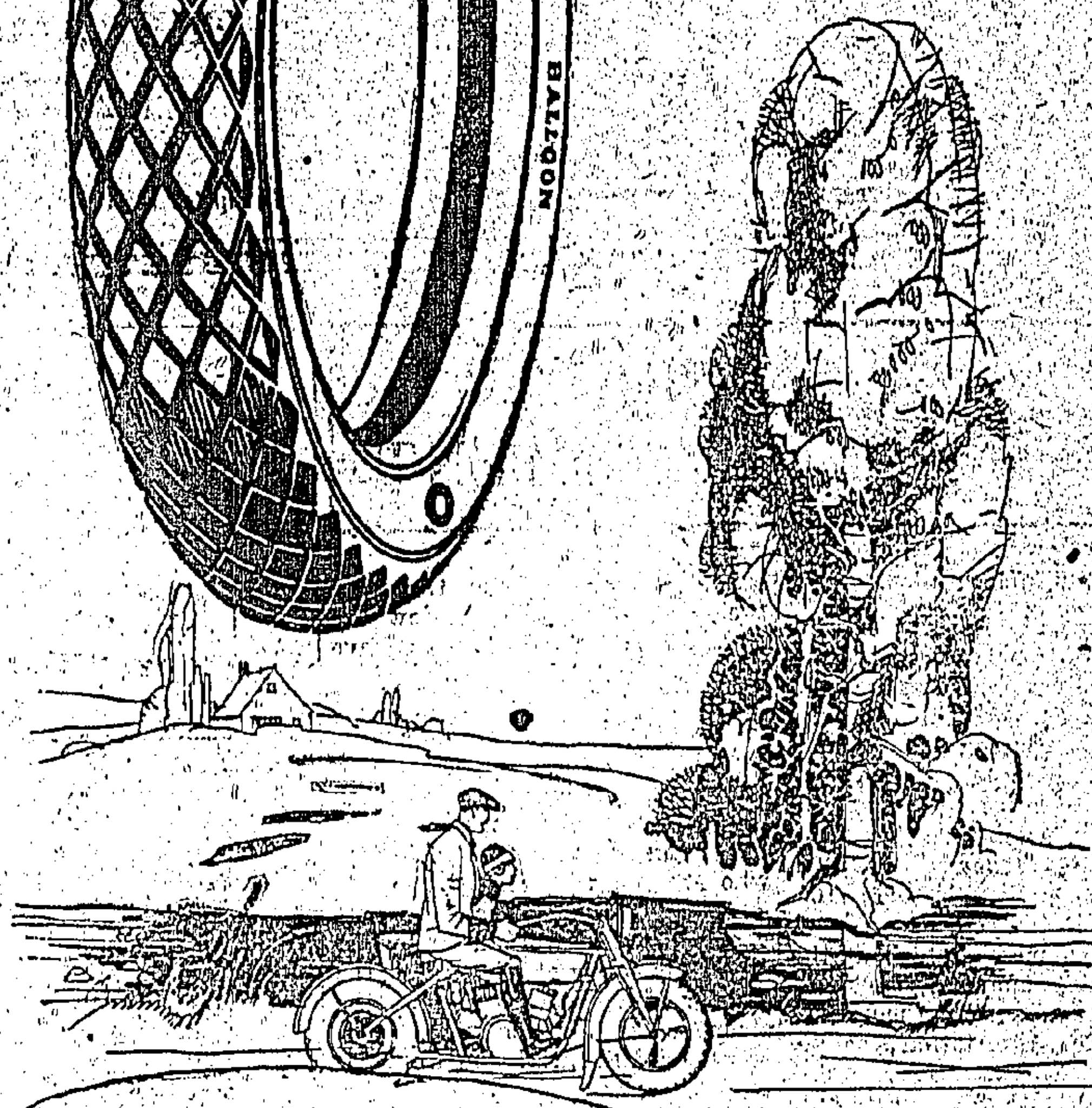
TWO PASSENGER CONVERTIBLE COUPE.



A two-passenger coupe, convertible at will from a smart, distinctive, custom-built closed car to a racy, youthful roadster in this new body model just produced by Fisher for the Cadillac chassis. In the rear deck are a rumble seat and golf compartment. With the rumble seat occupied by passengers and the top up the back panel of the top fold up against the roof, providing the same easy companionship as in a phaeton or coupe. The door-and-window construction, a new idea in convertible body design, is exceptionally rigid and rattle proof. Dignity and simplicity of body line are added by the unbroken curve of the full-moulded fenders. The nicked sidelamps attached to a nicked cowl hand match the headlamps in design. Adapted to every type of motoring, the body style is particularly welcomed by devotees of outdoor sports.



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ONLY PACKARD CAN BUILD A PACKARD





Compulsory insurance—a measure which has been suggested by various influential bodies in the U.S.A.—is meeting just now with vigorous opposition, particularly on the part of civic authorities and trade organizations.

A special garage, with inspection pit, has been opened at Parkston Quay to deal with the rush of American tourists to the Continent. Motorists taking their cars by the L.N.E.R. night mail route to Antwerp will find ample accommodation on board the boats for all types of cars, and for chauffeurs.

A police order recently issued in the Jura decrees that at cross-roads, hedges and walls shall not exceed three feet in height, unless surmounted by railings through which drivers can see. This regulation, which may extend throughout France, would appear to be sound, and likely to minimise accidents at cross-roads.

The Berlin Speedway, it is reported, has been condemned by the Government as regards further racing.

One concern for the personal comfort of drivers 21 years ago says "Motor Transport" is brought to light by a paragraph of August 3, 1905, in which we suggested that for winter driving it should be possible to arrange for some of the exhaust gases to be passed through the steering wheel.

Production of crude oil in the U.S.A. during the first six months of this year was considerably lower than that during the corresponding period of last year. Owing to improved methods of refinement, however, an unprecedented quantity of petroleum was obtained.

Because of the popularity of motor transportation, no fewer than 75 miles of new streets have been built in London in the last five years, while 75 more are under project or construction.

Some new cars are being equipped with a front and a side mirror. The purpose of the side mirror is to show the car that is just in the act of passing, as it cannot be seen from the mirror showing those approaching in the rear. The two mirrors are likely to become established as part of the standard equipment.

Although a copper plate on his car is inscribed "Gaston Doumergue Elysee Palace," the President of France observes all the regulations to which motorists are subjected. On entering a town in France the amount of gasoline in the tank must be declared and noted on a ticket which is collected when the car re-enters the town, and if a supply has been bought meanwhile a city tax is collected. When the Presidential automobile reaches the city duty limits it stops, just as all other cars do. A footman gets down and makes the usual declaration and receives the usual ticket.

Competition among insurance companies for automobile business in Toronto has brought rates down 20 per cent. The cut is in all classes of motor car insurance except collision.

The national parks, seven in the United States and three in Canada, are now linked together by improved highways. The main gateway to Canada is Niagara Falls, and 258,185 miles of improved highways traverse the Dominion, connecting with chief cities on the border.

BY 'BUS TO BAGHDAD.

NEW DESERT CAR.

It is just three years ago since the first pioneers adventured into the "blue" from Beirut and found a way across the Syrian Desert to Baghdad. Since then, said the "Graphic" recently, the success of this cross-desert route has been phenomenal. Approximately 9,000 men, women, and children have been carried by every conceivable type of car.

For some time, however, it has been recognised that a car specially designed for this trip, built to carry not only the enormous weight of the necessary impedimenta, but also providing accommodation for a comparatively large number of passengers, and at least two drivers, would bring greater efficiency with lower running costs and thus enable fares to be reduced. With these objects in view a vehicle

has been evolved which has just been tried out on the desert.

COMFORT ASSURED.

The main features of the car's construction are, first, the girder chassis, which does away with torsional stresses, thus making for long body life; and, secondly, four rear driving wheels on bogie suspension.

These wheels permit of a large and heavy vehicle being employed in soft sand or mud, which would bring any normal car to standstill, while the bogie suspension, by reducing to the extent of 50 per cent. Chassis movement on passing over inequalities in the road surface, makes for considerably greater comfort to the passengers over bad going.

The car is drawn by a cylinder motor developing 110 horse power, is provided with an eight-speed gearbox, and carries 130 gallons of petrol, which is more than sufficient for the whole journey from Baghdad to Beirut.

Within the enclosed body padded cane chairs are provided for fifteen passengers, and a system of ventilation has been installed which keeps the interior cool even when the windows are shut. A tank for 35 gallons of drinking water is carried.

CONSISTENT GOING.

The bus is not intended for highspeed work, but from the point where we joined it, at Ramadi, about 80 miles from Baghdad, an average of quite 20 miles per hour was maintained on a surface that was abominable.

After a mile was covered at 30 miles an hour, and occasionally 45 miles was attained. Crossing the northern extremity of the Lebanon Mountains between Hama and Tripoli the car encountered the worst "road" on the run.

At one point, where French engineers were effecting repairs, the offside back wheels dropped into a trench three feet deep; but

SPEEDS TYRE OUTPUT.

A tyre-assembling machine has been developed which has a daily output of 950 perfect tyres in a 19-hour working day. The machine is operated by one man and six girls. The production of a skilled worker is 30 to 40 tyres a day.

after placing boulders underneath the wheels to permit of their getting a grip, low gear was engaged, and the huge car, weighing over eight tons, pulled out under its own power. Tripoli was reached that night, and the following morning a pleasant run led to Beirut.

By bus to Baghdad may seem a fantastic vision of the future, but that day is not far off. A fleet of ten of these cars is a possibility likely to be achieved before very long.

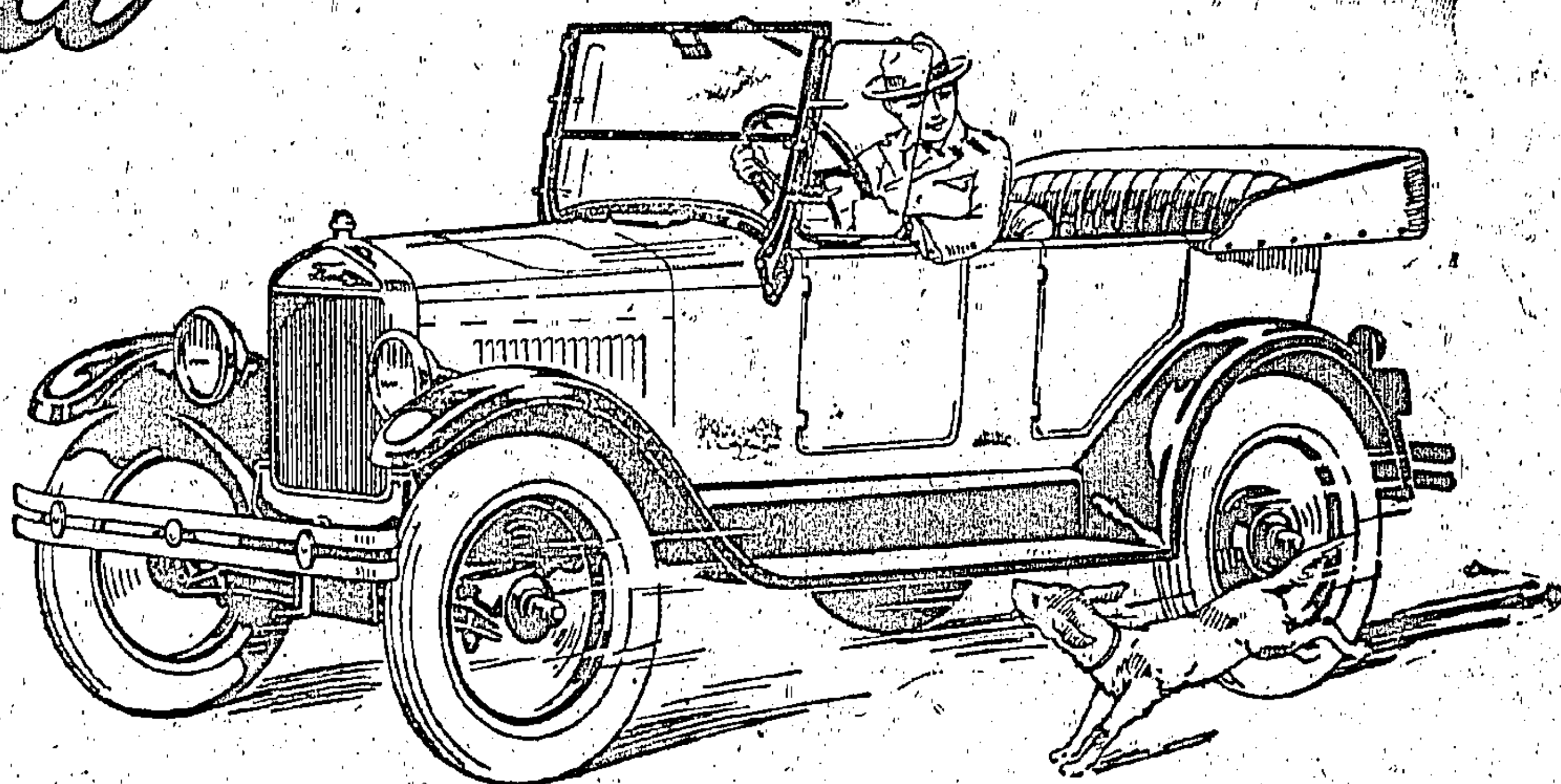
BULLET-PROOF!

Although repeatedly pierced by machine gun bullets the Pescara "bullet-proof" fuel tanks, under test at McCook Field, Dayton, Ohio, proved themselves to be leak-proof and therefore bullet-proof. Constructed of two cylinders, one within the other, the tank is so made that when pierced by a projectile mechanism turns the inner cylinder about four inches, thus effectively closing the hole. As an added safeguard the tank is so constructed that in case of an impending crash the pilot can drop the whole tank to earth before the plane reaches the ground.

AND STILL BUYING 'EM.

There is one car to every three and one-half persons in Los Angeles county, California, according to a recent survey.

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The latest improved Fords are the finest Fords ever made. They offer more real value for the money than any other cars. Their scientific design, proved by over 12 million users throughout the world, is the basis of this value. It provides a car that anybody can drive with the maximum ease, comfort and safety; a car that gives satisfactory, economical service year after year.

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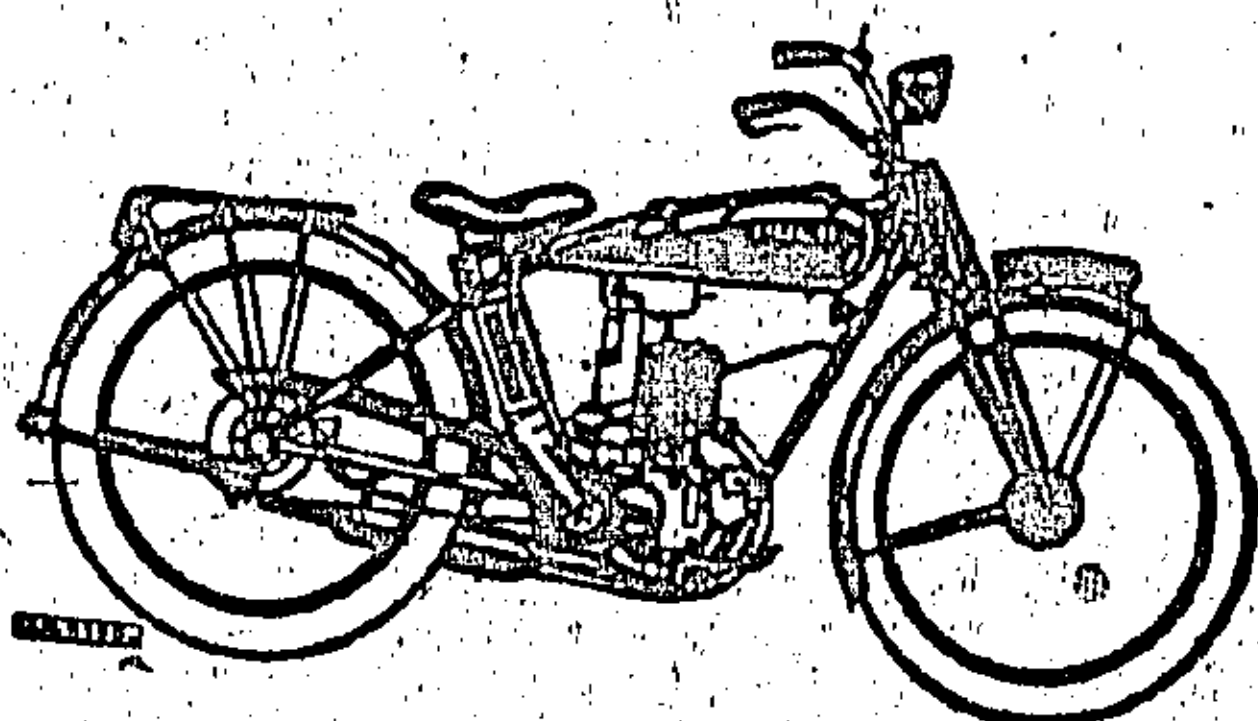
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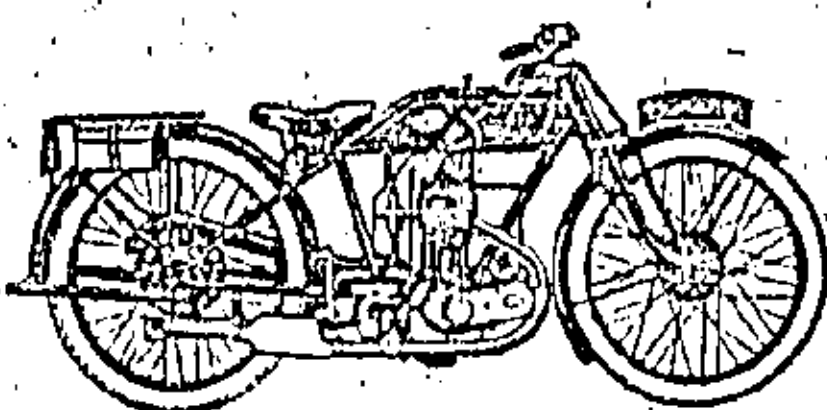
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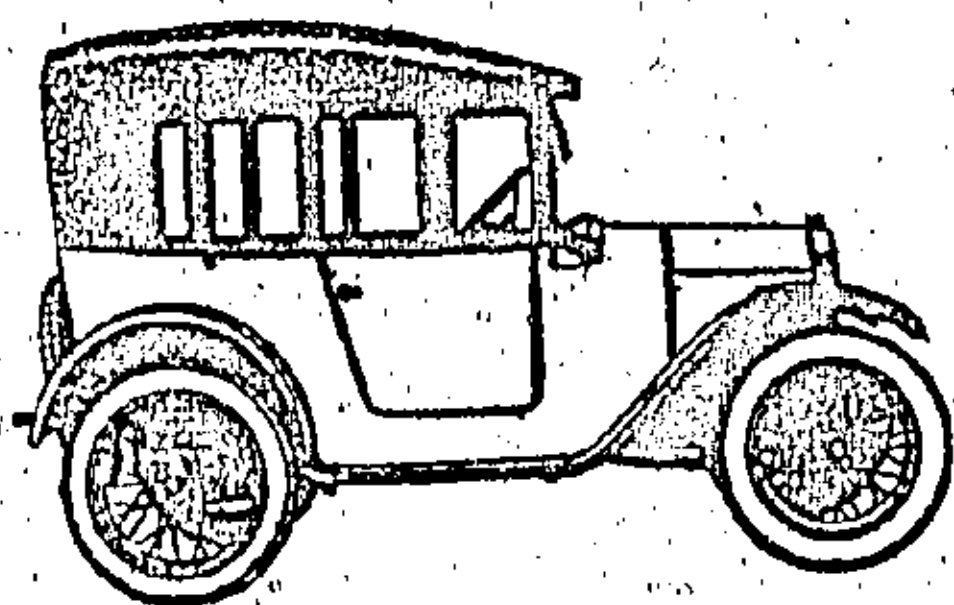
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AMERICAN PETROL.

PRICES LOWER DESPITE CONSUMPTION.

The American oil situation does not appear to be as firm as it was. In my last report I stated that, with crude oil production rising, no further advances in crude oil prices should be expected. On July 9 the price of Pennsylvania crude oil was reduced by 25 cents a barrel. In the last four weeks crude oil production in America has again risen slightly, though it is still substantially below the level ruling at this time last year. It is curious, however, to observe that gasoline (petrol) prices in America have been steadily declining, while gasoline consumption has been rising. This phenomenon is not new to the oil industry. It has generally been brought about by the prospect of large supplies of crude oil following upon new discoveries in the fields. This year it is due rather to the prospect of large supplies of gasoline following upon the expansion of "cracking plants" at the refineries. Once again it is necessary to emphasise the effect which this development is having upon refined oil prices.

For the first four months of this year the crude oil producing companies in America supplied the refineries with 241,330,000 barrels of crude oil, from which were manufactured 3,769,605,000 gallons of gasoline. In the corresponding period of last year 220,461,000 barrels were supplied to the refineries and 3,385,629,000 gallons of gasoline were manufactured. Both these totals include the natural gasoline blended with the "cracked" gasoline by the refineries. The average gasoline recovery from the crude oil was 85.13 per cent (14,754 gallons a barrel) last year, while this year it had risen to 87.19 per cent (15,619 gallons a barrel). In other words, 208,877,382 gallons of gasoline have been "saved" this year through improved technique, which represents a saving of 14,566,763 barrels of crude oil, or 117,973 barrels of crude oil a day. This "saving" at the refineries is equivalent to the discovery in the field of a large flush producing pool.

In the first four months of this year the domestic consumption of gasoline in the United States amounted to 2,966,543,000 gallons, which was 14.8 per cent greater than last year, while the export demand amounted to 583,107,000 gallons, an increase of 33 per cent. The total gasoline consumption for the four months thus amounted to 3,549,650,000 gallons, an increase of 629,433,000 barrels, or 17 per cent. In the first four months of this year the gain in the number of motor registrations in America was only just over 12 per cent. The remarkable increase is generally hailed as a reason for a rise in oil prices. The increase, however, loses much of its significance as a market factor when it is remembered that 54.4 per cent of the additional demand for petrol has been taken care of by the saving of 208,877,382 gallons effected at the refineries. Gasoline stocks increased by 278,399,000 gallons in the first four months of this year to 1,926,725,000 gallons. Thus the 208,877,382 gallons "saved" at the refineries accounts for 75 per cent of the

NEW MOTOR.



D. E. Willis, well known automotive engineer, is the inventor of a new type gasoline engine which offers radical changes in the method of introducing the fuel into the cylinders. Differing from the usual valves or sleeves, in the engine shown below, the gasoline vapor is admitted to the cylinders by a device which Willis calls a "fuel distributor." Instead of the conventional number of cylinders, the Willis engine is built in five, seven and nine cylinder designs.

GREATEST SPEED.

John N. Mackall, chairman of Maryland State Roads Commission, believes that the state maximum speed law should be supplanted with a minimum speed law and slow-moving vehicles should be barred from main travelled roads during hours of heavy traffic.

increase of stocks since the first of the year and all of the increase from May 1, 1925, to May 1, 1926. Since the gasoline stocks accumulated earlier in the year are largely responsible for the recent decline in gasoline prices, the direct economic importance of the "cracking" process is apparent.

The increased recovery of gasoline from crude oil is not just a development of the past year. It has been going on for the last five years, but the rate of increase in petrol recovery has become more rapid in recent months. A year ago, for instance, the increased recovery of petrol only accounted for 27.2 per cent of the increased consumption of gasoline, while this year it accounted for over half of the increased consumption. In other words, the oil industry in America is rapidly approaching the point where, with favourable crude oil prices, the refineries can take care of the yearly increase in motor spirit consumption without requiring additional crude oil supplies.

Has the increase in "cracking plants" at refineries reached its limit? No oil technician would suggest that the limit has been reached. It is generally admitted that not only will there be more new "cracking" installations, but that there will be numerous improvements in design which will result in a still greater recovery of gasoline from crude oil. In addition to this development there is proceeding a parallel development in the recovery of gasoline from natural gas. It is estimated that for every barrel of crude oil produced at the well there is now manufactured two gallons of natural gasoline. These facts suggest that until the crude oil production of the United States falls again below the mark of two million barrels a day no increase in oil prices can be expected. On the other hand, I do not anticipate a serious decline in refined oil prices, if only because the recent large mergers within the Standard Oil group of companies would appear too heavy if prices were allowed to fall. The oil markets are, in other words, likely to be supported artificially.

A TAX ON PETROL.

THE CASE AGAINST ITS REIMPOSITION.

In his Budget speech Mr. Churchill expressed his conviction that as between the different users of the road a petrol tax was more equitable than a vehicle tax, though as a sort of bounty to the coal-tar industry he was prepared to exclude benzol from the tax. One of the well-known motoring associations serving the private motorist is now advertising in the press an appeal to its members to support the petrol tax "as a just tax." The interests of the private motorists are not, however, always the interests of commercial users of petrol, and before the private motorist makes up his mind he would do well to consider from a national point of view the interests of commercial users and the upset that might be caused to trade by a change in the existing scheme of motor taxation.

First it should be realised that the petrol tax has already been tried in this country and has failed. From 1903 to 1920 a duty on motor spirit was in operation. As originally imposed, the duty was a Customs duty on imported petrol and an Excise duty on home manufactured spirit amounting to 3d. a gallon, with a rebate of 50 per cent. In respect of spirit used for commercial goods-carrying vehicles, hackney vehicles, and motor-cars used by duly qualified doctors, and a 100 per cent. rebate in respect of motor spirit used for purposes other than supplying motive power for road transport. In 1916 the duty was increased from 3d. to 6d. with similar rebates, which finally included veterinary surgeons, elergymen, commercial travellers, and relieving officers.

This duty broke "down" for the following reasons. First, because it was only partial in its application on account of the difficulties of defining what motor spirit was. Under the Finance Act of 1910 motor spirit was defined as any inflammable hydrocarbon or mixture of hydro-carbons which is capable of being used for providing reasonably efficient motive power for a motor-car; and the Commissioners of the Board of Customs and Excise were given power to prescribe tests for the purposes of determining whether any inflammable hydrocarbon or mixture of hydro-carbons was motor spirit within the meaning of the definition. No regulations prescribing a test were ever made because the Government chemist was unable to devise one. So many were the varieties of motor fuels and so many were the uses of motor spirit for purposes other than as motor fuel that no satisfactory test could be found. It was decided eventually not to tax kerosene (lamp oil) or benzol which were largely used for purposes other than motor traction on account of the upset which would be caused to the trades concerned. It was also decided to apply a simple specific gravity test under which the heavier liquid hydro-carbons were excluded from the duty. Under this arrangement any spirit with a specific gravity of over .800 was to be delivered free of duty. This simplified the collection of the duty, but it allowed evasion. Motor spirit having a greater density than .800 could be used as motor fuel with a little doctoring; in fact, the duty could not be administered fairly as between one form of motor fuel and another.

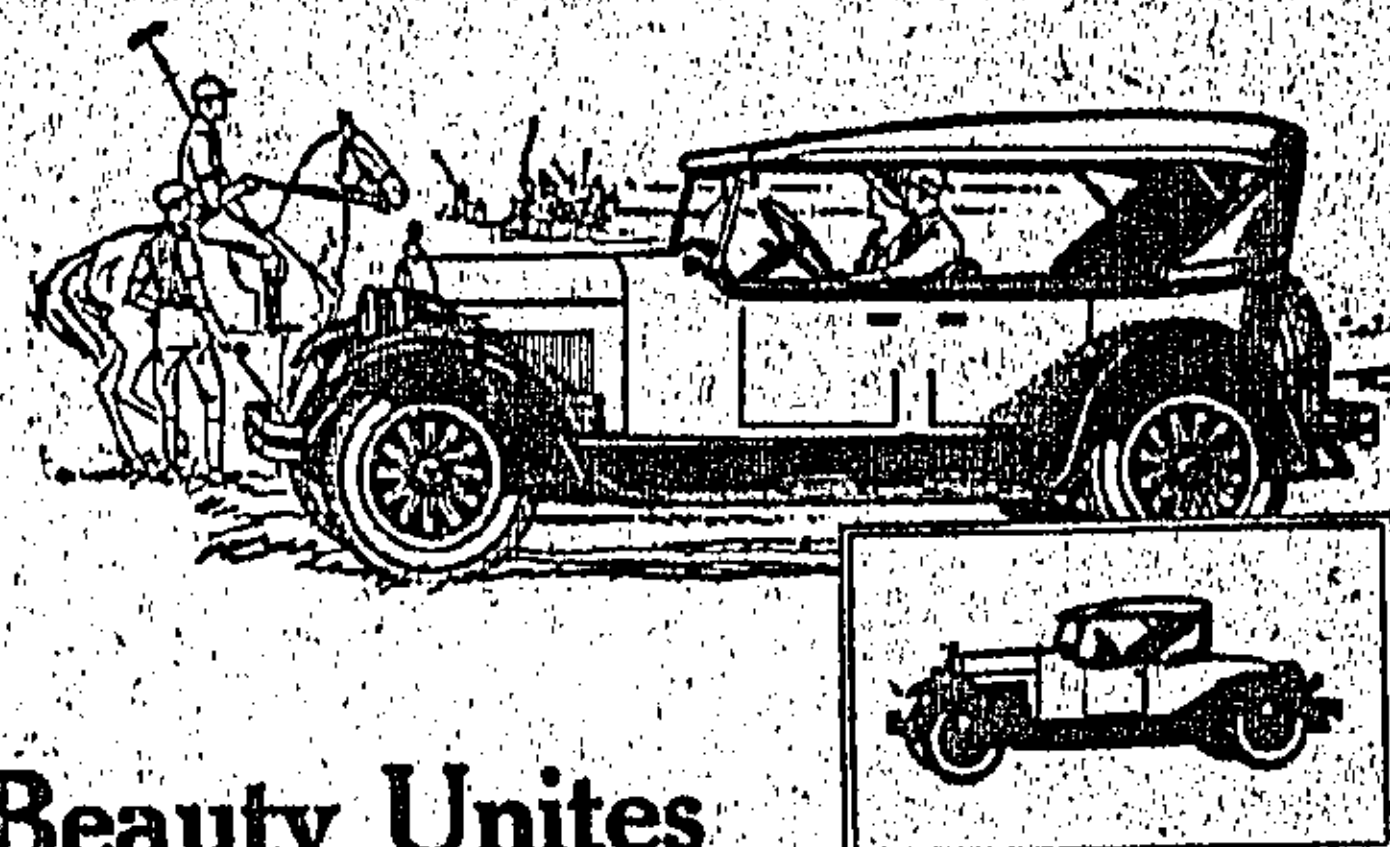
Secondly, the system of rebates proved costly and irksome. The examination of the numerous claims of small users in particular involved the Inland Revenue in much trouble and expense and caused friction. In spite of all the care taken, the opportunities for fraud were numerous. Thirdly, there was an "Imperial preference" rebate on petrol produced in the colonies which proved unworkable.

The dissatisfaction with this motor spirit duty caused the appointment in October, 1919, by the Minister of Transport, of a Committee, under the chairmanship of Sir Henry Maybury, to inquire into the whole question of the taxation and regulation of road vehicles. An interim report on the question of taxation was presented on March 31, 1920, and the majority report which it contained recommended the introduction of the present system of motor taxation. The majority recommendations were adopted, and effect given to them by the Finance Act of 1920, and the Roads Act of 1920. For the first time all mechanically propelled vehicles for commercial and agricultural purposes were brought within the scope of a vehicle tax without involving any system of rebates in respect of purposes of use. Vehicles were, however, di-

vided into classes mainly in accordance with the purposes for which they were used, and the subdivision of the classes indicated roughly the proportion of the wear and tear the vehicles might cause to the roads. The tax was based upon seating capacity for hackney vehicles, unladen weight for commercial vehicles, and horse power for other vehicles. The minority report, by Mr. Stenson Cooke, the secretary of the Automobile Association, recommended the continuance of the motor spirit duty in spite of all the objections raised, and ever since 1920 there have been representations on behalf of the non-commercial users that the motor spirit tax should be reintroduced.

As a result of this persistent agitation the Ministry of Transport in 1923 referred the question of motor taxation back to Sir Henry Maybury's Committee again. The Committee was asked "to take into consideration the objection to the present system of taxation of mechanically propelled road vehicles in the light of experiences gained and to report whether any more satisfactory alternative method of taxation can be devised or the present system be modified." In 1924 this Committee finally reported: (1) "We cannot find any system of taxation capable of practical application under the existing circumstances which we could recommend as likely to be more satisfactory than the system of vehicle taxation now in force;" and (2) "The present system can be modified to mitigate to a substantial effect some of the objections found to exist in practice."

In spite of this exhaustive inquiry the Automobile Association, through Mr. Stenson Cooke, is again raising an agitation for a repeal of the existing scheme of taxation. Regardless of the difficulties of defining petrol," Mr. Churchill has rushed in where chemists feared to tread to give his benediction on the petrol tax. The arguments which this Committee found to be conclusive against a petrol tax after its second exhaustive investigation appear not only to hold good now but have become more cogent. The main point is that whereas only a tax of 6d. a gallon on motor spirit was necessary at the time when the Committee first made its investigation, the duty would now have to be raised to at least 10d. if the same revenue is to be obtained as is now realised by the vehicle duty. Moreover, in view of the expenses incurred by the oil companies in the administration of the petrol duty the consumer would have to pay at least a 1d. or 2d. a gallon more. A petrol tax of 10d. to 1s. would be heavy enough to invite evasion on a big scale, and evasion would still be possible. The petrol tax works in America because it is only half to one cent a gallon. It is not worth anybody's while to attempt to evade it.



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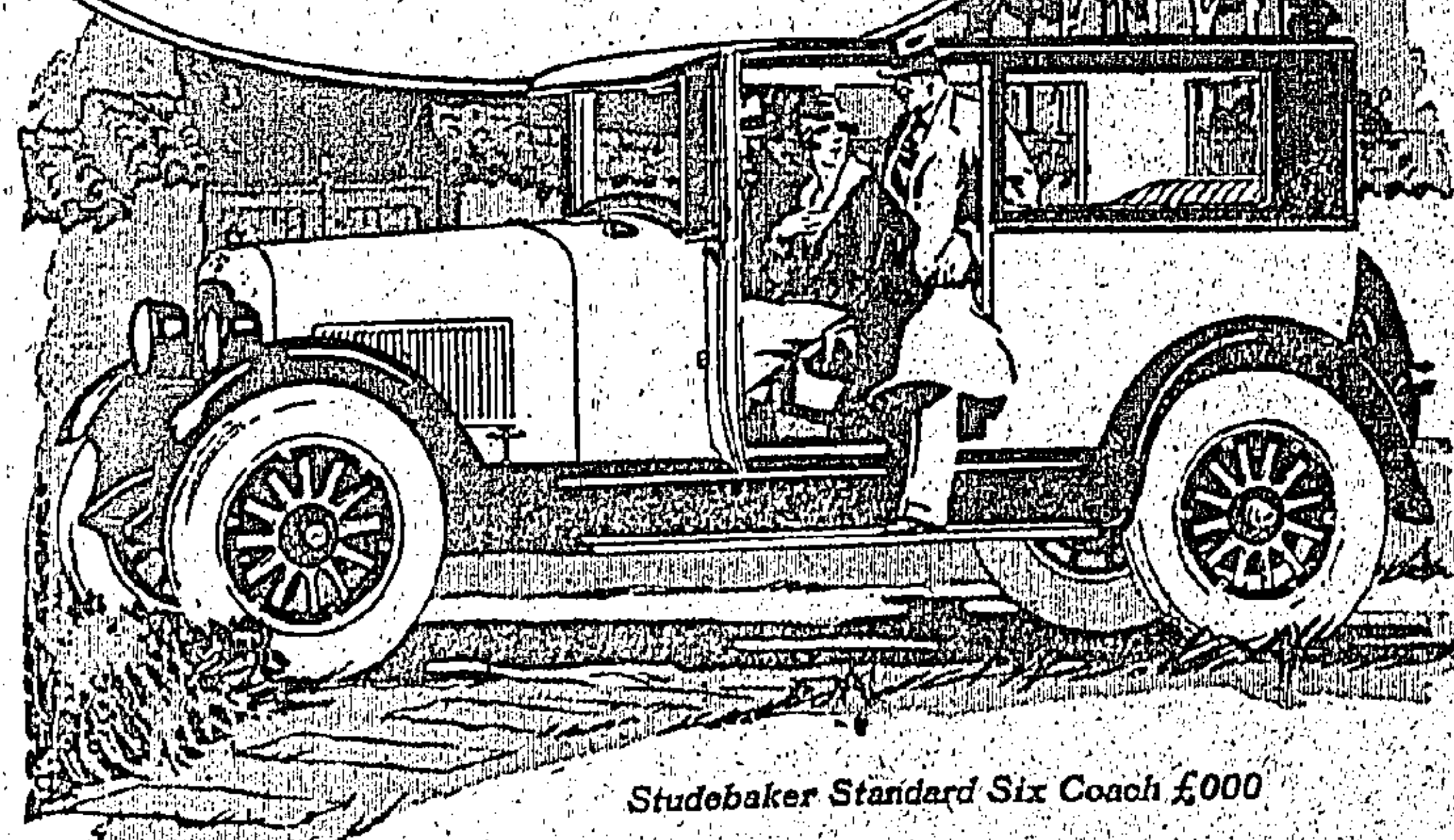
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The Standard Six Coach is an excellent example of the advantage secured through One-Profits Manufacture and Unit-Built Construction.

By making all costly vital parts—engines, bodies, steering gears, clutches, differentials, gear boxes, springs, brakes, axles, grey iron castings and drop forgings in its own great factories, Studebaker eliminates extra profits which all others (except Ford) must pay to outside parts or bodymakers. With these savings Studebaker takes huge liner materials, employs costlier and better manufacturing practices and secures finer workmanship.

Studebaker pays a premium for special steel of extra toughness used in this coach. It uses the finest hard woods in the body frame; wool up-

holstery; plate glass of crystal clearness and much extra equipment. Though its quality compares with costlier cars, its price is low.

In attaining a One-Profits basis of manufacture, Studebaker has also attained Unit-Built Construction. Every vital part is designed and manufactured under one supervision. Every Studebaker, therefore, functions as a unit. This results in years longer life, greater riding comfort, low repair costs and high resale value.

Because all phases of manufacture are directly under Studebaker control, Studebaker cars are constantly kept up-to-date. Improvements are continually made—not saved up for annual announcements which make cars artificially obsolete—STUDEBAKER CORPORATION, South Bend, Ind.

Full Particulars from the Garage Department.

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BUILDERS OF QUALITY VEHICLES FOR 74 YEARS



M. C. C. TOUR.

TEAM LEAVES FOR INDIA.

Rugby, Sept. 24. Seven of the team of the Marylebone Cricket Club, which is to make a tour of India, Ceylon and Burma, left Tilbury to-day on the R.M.S. Narkunda. The remainder including Mr. A. E. Gilligan (the Captain) will travel overland and join the Narkunda at Madras. The full constitution of the team is Mr. Gilligan, (Captain) Major Constable and Messrs. Earle, Hill, Eckerley and Wyatt with Toot, Root, Brown, Parsons, Astill, Sandham and Byes. It is 30 years since Lord Hawke took out to India the last representative English team. That was composed entirely of amateurs, while the present team includes seven professionals. About 25 matches are to be played and though no Test contests have been arranged, Mr. Gilligan hopes that Bombay may arrange an All-India match before the team returns here in March.

Lord Harris the veteran cricketer, who has been Under-Secretary for India and Governor of Bombay, was at Tilbury to see the cricketers off. He was enthusiastic over the tour. It is mistaken, he pointed out, to think that cricket out East is confined to British Colonies and garrisons. There are dozens of native teams in India and they will, he said, be formidable opponents.—*British Wireless.*

BIG GOLF TOURNEY.

A VETERAN'S VICTORY.

London, Sept. 24. At Mid-Surrey in the final of the News of the World £1,000 professional golf tournament, over 36 holes, Sandy Herd (Moor Park) beat C. Bloxham (Coventry) on the 38th green.

The veteran Herd was magnificent but Bloxham proved a rare fighter. The weather broke when the thirty-sixth hole was squared, and the last two holes were played in pouring rain. The first was halved, but Bloxham missed a yard putt, giving Herd the thirty-eighth, and also the match after an interval of 20 years.—*Reuter.*

U. S. GOLF.

HAGEN TO MEET DIEGEL.

New York, Sept. 24. Diegel and Hagen will meet here in the golf championship. The former beat Golden by one up, and the latter beat Farrell 6 and 5.—*Reuter's American Service.*

TUNNEY & DEMPSEY.

ANOTHER BIG PURSE OFFERED.

Los Angeles, Sept. 24. Two local oil magnates here have offered Tunney and Dempsey a purse of \$75,000 for a return match to be fought in an open air arena here before January 30, 1927.—*Reuter's American Service.*

DEMPSEY BREAKS DOWN.

THE FIGHTERS TO MEET AGAIN.

Philadelphia, Sept. 24. Dempsey was very nearly knocked out in the first round by a hard right to the jaw, but the bell prevented Tunney following up.

The blow apparently took all the fight out of Dempsey. After the contest, Dempsey declared, "It is the same old story, the best man won." When he reached his room at the hotel, Dempsey broke down and cried like a baby.

He is anxious to meet Tunney again, and his manager says Tunney has agreed to another fight.—*Reuter's American Service.*

KOWLOON F. C.

YESTERDAY'S ANNUAL MEETING.

The twelfth annual general meeting of the Kowloon Football Club was held in the pavilion last evening, with Mr. C. Bond in the chair, and a full attendance of the committee and members.

In presenting the balance sheet and accounts for the year, Mr. Bond dwelt upon the success of the club in winning the championship of the First Division, and also the Challenge Shield, while the second team were runners up, only two points behind the leaders.

The balance sheet was extremely favourable, with a profit of \$3,193, an increase of \$1,700 over the previous year. In addition club rooms, dressing rooms and accommodation generally had been improved, and the club was in a flourishing condition. The accounts were passed without dissent.

The election of officers was then proceeded with, as follows: President, R. Hall; chairman, J. Ormiston; hon. secretary, W. J. Keates; hon. treasurer, J. Walker; captain, K. A. Mason; vice-captain, R. C. Sim; capt. 2nd XI, T. L. Knight; vice-captain 2nd XI, C. E. Millard.

General committee, Messrs. Vergette, Owens, Eastman, Clemo, Wheeler and Beach.

Balloting committee, Messrs. E. Walker, W. M. Johnston and W. C. Simpson.

Selection committee, Messrs. Hall, Hazell, Owen, Ormiston, Clemo, Dickson and the captains of the 1st and 2nd XIs.

Ground committee, Messrs. Vergette, D. Neilson, Beach, Spary, J. A. Walker.

Bar convenor, Mr. C. Bond; bar committee, Messrs. Hayes, Hazell and Bradford.

After considerable discussion, it was decided to recommend to the general committee that the institution of an entertainment committee is desirable.

It was decided to vote an honorarium of \$150 to the retiring hon. secretary, Mr. F. Wheeler, and hon. treasurer, Mr. W. J. Brown, for their meritorious work during the past year, and a similar honorarium to Mr. C. Bond, the bar convenor, for his able work.

FOOTBALL MEETING.

REORGANISATION OF ST. JOSEPH'S.

The St. Joseph's College Football Club was reorganised yesterday evening at a meeting attended by a large number of playing members of the club, which was held in the College under the chairmanship of Rev. Brother Cassian.

It was explained that the Hongkong League required every club to submit various particulars in connection with the team and it was therefore necessary that their activities be properly managed by the usual officials.

Election of officers to serve in various capacities was then proceeded with, and it was proposed that Mr. Wu Hai-tong be invited to be the Club's patron, Rev. Brother Almer, president, and Mr. C. A. Goldenberg and Rev. Brother Cassian vice presidents.

Other officers were elected as follows: Secretary and Treasurer, Mr. R. M. Omar, Captain, first eleven, Mr. J. Ward, Vice Captain, Mr. T. Leonard; Captain second eleven, Mr. D. Dolgado, vice Captain, Mr. J. Cruz, General Committee, Messrs. C. Guimaraes, A. Ward, A. Bahmin, A. Zafra, C. Dragon and B. A. Hyder.

There being no further business, the meeting closed with a vote of thanks to Rev. Brother Cassian.

GOLF.

THE AMERICAN CHAMPIONSHIP.

New York, Sept. 24. In the United States Professional Golf Championship, third round, Hagen, the holder, beat Pat Golden of Blue Point, 6 and 5. Golden, of New Jersey, beat Christ of Rochester, 7 and 5. Farrell of Quaker Ridge, beat Hampton of Canton, Ohio, 3 and 1. Diegel, of Friendship, beat Espinoza of San Francisco, 3 and 2.—*Reuter's American Service.*

BOXING.

BOUNTS AT MURRAY BARRACKS.

At Murray Barracks yesterday evening the preliminary bouts of the Battalion championships were fought, and the novices' tournament for the Hongkong shield was continued. The results were:

Championships.

LIGHTWEIGHTS.

Bdsman, Wareham beat Pte. Grant with a K.O. in the first round.

WELTERWEIGHTS.

Pte. Barber won over Pte. Churchley on points, after an extra round.

FEATHERWEIGHTS.

L/C. Cooper knocked out L/C. Leavey in the third round.

Novices.

WELTERWEIGHTS.

Pte. Cox (B. Company) defeated L/C. Delaney (A. Company) on points after an extra round; Pte. Cooper (A. Company) knocked out Pte. Field in the first round; Pte. Gardner (A. Company) defeated Pte. Hayley (A. Company), Hayley being disqualified in the second round for not fighting; Cpl. Muffett (A. Company) defeated Pte. Langley (B. Company) on points; Pte. England defeated Pte. Lee (D. Company) on points; Pte. Morton (A. Company) defeated Pte. Carr (D. Company) and Pte. Ingram (C. Company) in the first round.

In the semi-finals, Pte. Cooper (A. Company) beat Pte. Gardner (A. Company) on points; Pte. England (Red Wing) defeated Cpl. Muffett (A. Company); Pte. Hodge (A. Company) lost to Pte. Ingram (C. Company) on points.

MIDDLEWEIGHTS.

Pte. Reeves (A. Company) knocked out Pte. Golding (Red Wing) in the first round; Pte. Harris (A. Company) defeated Pte. Rowland (D. Company) on points, but Rowland was awarded a good loser's half point; Pte. Pearce (B. Company) defeated Pte. Emms (C. Company) on points, and Pte. Thome (Red Wing) beat L/C. Gravett (B. Company).

In the semi-finals, Pte. Harris (A. Company) beat Pte. Reeves (A. Company) on points after an extra round. Reeves was awarded a good loser's half point. Pte. Pearce (C. Company) retired in his fight with Pte. Emms (C. Company) in the first round.

FEATHERWEIGHTS.

In the semi-finals of the featherweights, Sergt. Wilson (A. Company) knocked out Pte. Jordan (A. Company) in the second round. Jordan was awarded a good loser's half point. Pte. Tucker (A. Company) beat Pte. Choules (D. Company) on points.

LIGHTWEIGHTS.

L/C. Williams (Red Wing) defeated Pte. Williams (A. Company) the latter retiring in the first round; Pte. Piper (B. Company) knocked out Pte. Mathews (A. Company) in the first round; Pte. Bristowe (A. Company) defeated Pte. Bigan (C. Company) on points after an extra round. Bigan was awarded a good loser's half point. Pte. Wilton (C. Company) defeated Pte. Looby (C. Company) on points.

In the semi-finals, L/C. Williams (A. Company) defeated Pte. Piper (B. Company) on points.

FLYWEIGHT FINAL.

In the final of the flyweight competition Pte. Woolcott (A. Company) defeated Pte. Gosden (B. Company) on points.

EXCHANGE RATES.

	Rugby, Sept. 24.
Paris	174 1/2
Brussels	181 1/2
Amsterdam	12 1/2
Berlin	20 3/4
Copenhagen	18 2/3
Vienna	34 4/5
Rio	7 1/2
Bombay	1/5 61/61
Hongkong	2/1 1/2
New York	4 36 5/10
Geneva	25 21
Milan	102 1/2
Stockholm	13 1/2
Oslo	22 1/4
Lisbon	21 7/32
Buenos Aires	46 11/16
Shanghai	2/8 1/2
Yokohama	2/0 1/16
Silver (spot)	27 1/2
Silver (forward)	27 1/2

—*British Wireless.*

In accordance with the decision taken by the Egyptian Chamber of Deputies the Ministry of the Interior has instructed the municipalities to transfer their funds from the National Bank of Egypt to the Bank of Misr, which is a purely Egyptian institution. The funds in question amount to about £22,000,000.

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SUCCESS AT TENNIS DEPENDS

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LANE, CRAWFORD, LTD.

FOR ALL SPORTS REQUISITES.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Hongkong, \$1,090 sa. Chartered, \$21 b. Mercantile A. and B., \$30 1/2 n. Mercantile C., \$13 1/2 n. P. and O., \$9 1/2 b. East Asia, \$84 n.

Marine Ins., Canton Ins., \$625 s. China Underwriters, \$150 n. North China, \$125 n. Sun Life, \$283/284 sa. Yangtze, \$35 b.

Fire Ins., China Pines, \$200 b. Hongkong Fire, \$595 b. Shipping, Douglass, \$27 b. Steamboats, \$27 1/2 b. Tugs, \$11 n.

Indo-China, (Prof.), \$30 b. Shell Trans., 90/- n. Star Ferries, \$65 1/2 b. Waterboats, \$15 n.

Refineries, China Sugars, \$21 s. Malabons, \$36 n. Mining, Benguet, \$150 b. Kailans, 40/- n.

Langkats, \$15 1/2 b. S'hai Exploration, \$15 1/2 b. S'hai Loans, \$15 1/2 b. Raub, \$41 n.

Tronohs, 50/- b. Ural Caspian, 8/- n. Docks, etc., Kowloon Wharves, \$118 b. Whampoa Docks, \$58 1/2 n.

Hongkongs, \$170 b. New Engineering, \$15 1/2 b. Shanghai Docks, \$115 b. Lands, Hotels, etc., H. and S. Hotels, \$102 1/2 b.

H.K. Lands, \$61 sa. Realty, \$750 n. Territorials, \$4 n. Developments, Humphreys, \$13 b.

Erinco Bluffs, \$89 1/2 n. Rural Lands, \$11 n. Cottons, Ewos Cottons, \$15 1/2 b. Orientals, \$15 1/2 b.

S'hai Cottons, \$15 1/2 b. Buses, Trams, China Buses, \$10 1/2 n. Tramways, \$25 1/2 b.

Peak Trams, \$15 1/2 b. S'hai Trams, \$15 1/2 b. Taxis, \$3 s. Miscellaneous, Amusements, \$12 b.

Canton Ices, \$7 1/2 n. Comments (Comb.), \$13 1/2 b. China Lights, \$19 1/2 b. China Prov., \$5 s.

Constructions, \$21 1/2 b. Dairy Farms, \$17 b. Der A. Wing, \$6 s.

H'kong Electric, \$64 1/2 b. Macao Electric, \$35 n. Ropps (Comb.), \$26 s. Lano Crawfords, \$9 n.

Mackintosh, \$19 1/2 n. Sinceres, \$11 n. United Asbestos, \$20 s. Watsons, \$13 n. Powells, \$8 1/2 n.

THE HO HONG BANK, LTD.

(Established 1917.)

Capital, \$20,000,000. Authorized Capital, \$20,000,000. Issued, \$20,000,000. Paid-up, \$20,000,000. Reserve Fund, \$2,000,000. Surplus, \$1,237,000.

HEAD OFFICE—SINGAPORE. Branches, Agencies and Correspondents in the principal cities of the world. Every description of Banking and Exchange business transacted.

H. L. HUANG, Manager.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E. C. 3. Authorized Capital, \$20,000,000. Subscribed Capital, \$20,000,000. Paid-up Capital, \$20,000,000. Reserve Fund, \$2,350,000.

BANKERS: The Bank of England and Midland Bank, Limited. BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Cebu, Colombo, Hongkong, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Souchang, Swatow, Tientsin, Yokohama.

HONGKONG BRANCHES: Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts to 2 per cent per annum on Balances and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

5, Queen's Road, Central, Hongkong, April 17th, 1925.

BOYCOTT END.

(Continued From Page 1.)

China as a whole the receipts of the government from likin comes to only a third of what is wrung from the people, the existence of a tremendously vicious parasitic class is apparent. Perhaps it is the Nationalist Government alone that has the strength and the will to deal a deathblow to this barrier to, and the removal of which cannot but enhance, trade.

We therefore commend the new taxes to the business community, for not only is the Nationalist Government completely within its rights in levying them, but their successful application will mean the abolition of the likin—a policy to which the Nationalist Government is committed. And it is a cardinal axiom of trade that, within limits, the rate of taxation is a matter of indifference to the merchant provided that it is applied systematically equitably, economically, and with the minimum of annoyance to the people. But, after all, as the cards stand, save vituperation, what better way is there out of the present impasse?

A labourer, Walter Finch, of Fritwell, Oxfordshire, fell from a railway truck at Somerton Station, G. W. R., whilst loading corn, breaking his back. That was in 1916. He died recently at Bicester, Poor Law Institution, and at the inquest a verdict of "Accidental death" was returned.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital, \$100,000,000. Issued and Fully Paid-up, \$100,000,000. Reserve Fund, \$4,800,000. Silver, \$17,000,000.

HEAD OFFICE, HONGKONG. COURT OF DIRECTORS: Hon. Mr. D. G. M. Bernard, Chairman. Hon. Mr. A. G. Lane, Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq., A. H. Compton, Esq., T. G. Wall, Esq., W. L. Patterson, Esq., H. P. White, Esq., G. M. Young, Esq., A. H. Bello, Esq.

BRANCHES: AMOY, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHIOFOO, COLOMBO, HANKOW, HARBIN, HONGKONG, KANPURI, KOLKATA, KUALA LUMPUR, LONDON, LYONS, MALACCA, MANILA, NAGASAKI, NEW YORK, PEKING, PENANG, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926.

HONGKONG SAVINGS BANK. The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG SHANGHAI BANKING CORPORATION. A. H. BARLOW, Chief Manager.

THE BANK OF CANTON LTD. HEAD OFFICE, HONGKONG. Established 1912. Authorized Capital, \$1,000,000. Paid-up Capital, \$1,000,000. Reserve Fund, \$700,000.

BRANCHES: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco. Correspondents in all principal cities of the world.

LONDON BANKERS: The Lloyds Bank Limited. Every description of Banking business transacted.

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LOOK POON HAN, Chief Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ. (Netherlands Trading Society.) BANK. Established 1824. Hongkong Branch established 1900.

Authorized Capital, \$10,000,000. Paid-up Capital, \$10,000,000. Reserve Fund, \$1,172,510. Special Reserves, \$1,385,880.

HEAD OFFICE—AMSTERDAM. Eastern HEAD OFFICE—BATAVIA. BRANCHES: Bandoeng, Batavia, Bencoolen, Cheribon, Djember, Hongkong, Kanton, Peking, Rangoon, Semarang, Soerabaja, Swatow, Tientsin, Yokohama.

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THE BANK OF EAST ASIA LIMITED. 9, Queen's Road, Central, Hongkong. HEAD OFFICE, HONGKONG.

Authorized Capital, \$10,000,000. Paid-up Capital, \$10,000,000. Reserve Fund, \$1,200,000.

BRANCHES AND AGENCIES: Amoy, Bangkok, Batavia, Bencoolen, Canton, Cebu, Colombo, Hongkong, Kanton, Peking, Rangoon, Shanghai, Singapore, Soerabaja, Swatow, Tientsin, Yokohama.

Correspondents in all principal cities of the world. Every description of Banking and Exchange business transacted. Loans granted on approved securities.

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Hongkong, 22nd May, 1926.

THE YOKOHAMA SPECIE BANK LTD. (Established 1880.) Capital (fully paid up), \$1,000,000. Reserve fund, \$600,000.

HEAD OFFICE—YOKOHAMA. Branches and Agencies in: Batavia, Bencoolen, Canton, Cebu, Colombo, Hongkong, Kanton, Peking, Rangoon, Shanghai, Singapore, Soerabaja, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th September, 1925.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1828. HEAD OFFICE, LONDON. Paid-up Capital, \$10,000,000. Reserve Fund, \$1,000,000. Reserve Liability of Proprietors, \$1,000,000.

AGENCIES AND BRANCHES: ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHIOFOO, COLOMBO, HANKOW, HARBIN, HONGKONG, KANPURI, KOLKATA, KUALA LUMPUR, LONDON, LYONS, MALACCA, MANILA, NAGASAKI, NEW YORK, PEKING, PENANG, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking business transacted. Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, 1st August, 1925.

INTERNATIONAL BANKING CORPORATION. (Owned by the National City Bank of New York.) Capital, Surplus and Undivided Profits, \$1,000,000,000.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 55, Bishopsgate, E. C. BRANCHES: Amoy, Bangkok, Batavia, Bencoolen, Canton, Cebu, Colombo, Hongkong, Kanton, Peking, Rangoon, Shanghai, Singapore, Soerabaja, Swatow, Tientsin, Yokohama.

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G. HOGG, Manager.

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Hongkong, March 11th, 1926. (Incorporated in France.) 5, Charter Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris. Capital, \$10,000,000. Paid-up Capital, \$10,000,000. Reserve Fund, \$1,000,000.

BRANCHES: Paris, Lyons, Marseilles, Saigon, Haiphong, Hongkong, Shanghai, Tientsin, Canton and Hongkong.

FRANCE: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas, London—Midland Bank, Ltd.

New York—Citibank, Columbia Trust Co. Every description of Banking and Exchange business transacted. Correspondents throughout the world.

A. HOLLEN, Manager.

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EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

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Oct. 20	Oct. 22	E/CANADA	Oct. 23

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 S.S. "PRESIDENT JACKSON" Oct. 7th, 5.00 p.m.
 S.S. "PRESIDENT McKINLEY" Oct. 19th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT JACKSON" Sept. 29th, 5.00 p.m.
 S.S. "PRESIDENT McKINLEY" Oct. 11th, 5.00 p.m.
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CANTON	Cheongshing	Sun. 26th Sept at	6 a.m
TIENTSIN via Chefoo.....	Chipping	Mon. 27th Sept at	noon
SANDAKAN	Hinsang	Tues. 28th Sept at	2 p.m.
TSINGTAU via S'hai	Leesang	Wed. 29th Sept at	noon
HAIPHONG via Hoibow	Mingsang	Thurs. 30th Sept at	8 a.m.
KOBE via Keelung	Hangsang	Fri. 1st Oct at	noon
STRAITS & Calcutta	Laisang	Mon. 4th Oct at	3 p.m.
TSINGTAU via S'hai	Hoosang	Wed. 6th Oct at	noon
SANDAKAN	Mausang	Satur. 9th Oct at	noon
TSINGTAU via S'hai	Hopsang	Wed. 13th Oct at	noon
KOBE Yokohama Yokkaichi Kamsang	Tuos. 14th Oct at	7 a.m.	
OSAKA S'hai, Moji & Kobe Namsang	Satur. 16th Oct at	7 a.m.	
STRAITS & Calcutta	Hosang	Tues. 26th Oct at	3 p.m.
KOBE	Kutsang	Wed. 27th Oct at	7 a.m.

For freight or passage apply to —

JARDINE MATHESON & CO. LTD.
 Telephone 215. Central General Managers

FOR CANTON

THE INDO-CHINA S. N. CO., LTD'S
 S.S. "CHEONGSHING"

(Tons 1959.)

Now ready to receive cargo at
 WEST POINT WHARF
 Will sail

FOR CANTON

on SUNDAY

the 26th inst.

Vessel loads for Hongkong and if sufficient
 inducement offers will accept cargo direct for
 Shanghai, Chefoo & Tientsin, leaving Canton
 1st October.

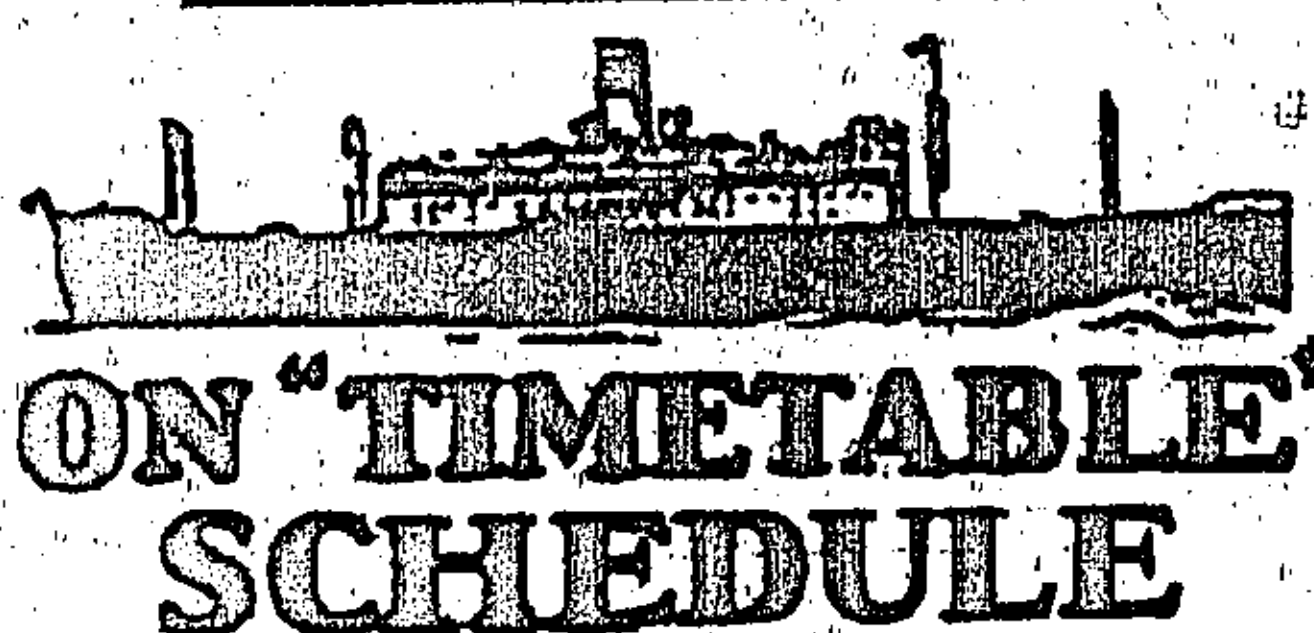
Cargo and Passengers will be carried at current
 rates. Cargo can be landed into Company's Godown at
 Canton and storage arranged at favourable rates and
 reasonable protection given. Special facilities for delivery
 of Cargo ex Godown.

For further particulars apply to:—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

INDO-CHINA S. N. CO., LTD.



Dollar "President" liners are the first in history to maintain "timetable"
 schedules for worldwide ocean traffic, comparable to railway schedules ashore.
 This dependable service enables you to perfect definite travel plans, to count
 surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching
 San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners
 afford four sailings each month to Manila; thence to Singapore and beyond,
 round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites
 de luxe are such as you would expect on ships that maintain the famous
 Dollar Line cuisine. Docks and social halls are spacious. You will enjoy travel
 on these clean oil-burning liners.

TO EUROPE AND NEW YORK

VIA MANILA—STRAITS—COLOMBO—SUEZ—PORT SAID
 —ALEXANDRIA—NAPLES—GENOA—MARSEILLES
 Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Garfield	Sept. 28—8.00 a.m.
Pres. Monroe	Oct. 26—8.00 a.m.
Pres. Harrison	Nov. 9—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Taft	Sept. 26—10.00 a.m.
Pres. Wilson	Oct. 10—10.00 a.m.
Pres. Lincoln	Oct. 24—10.00 a.m.

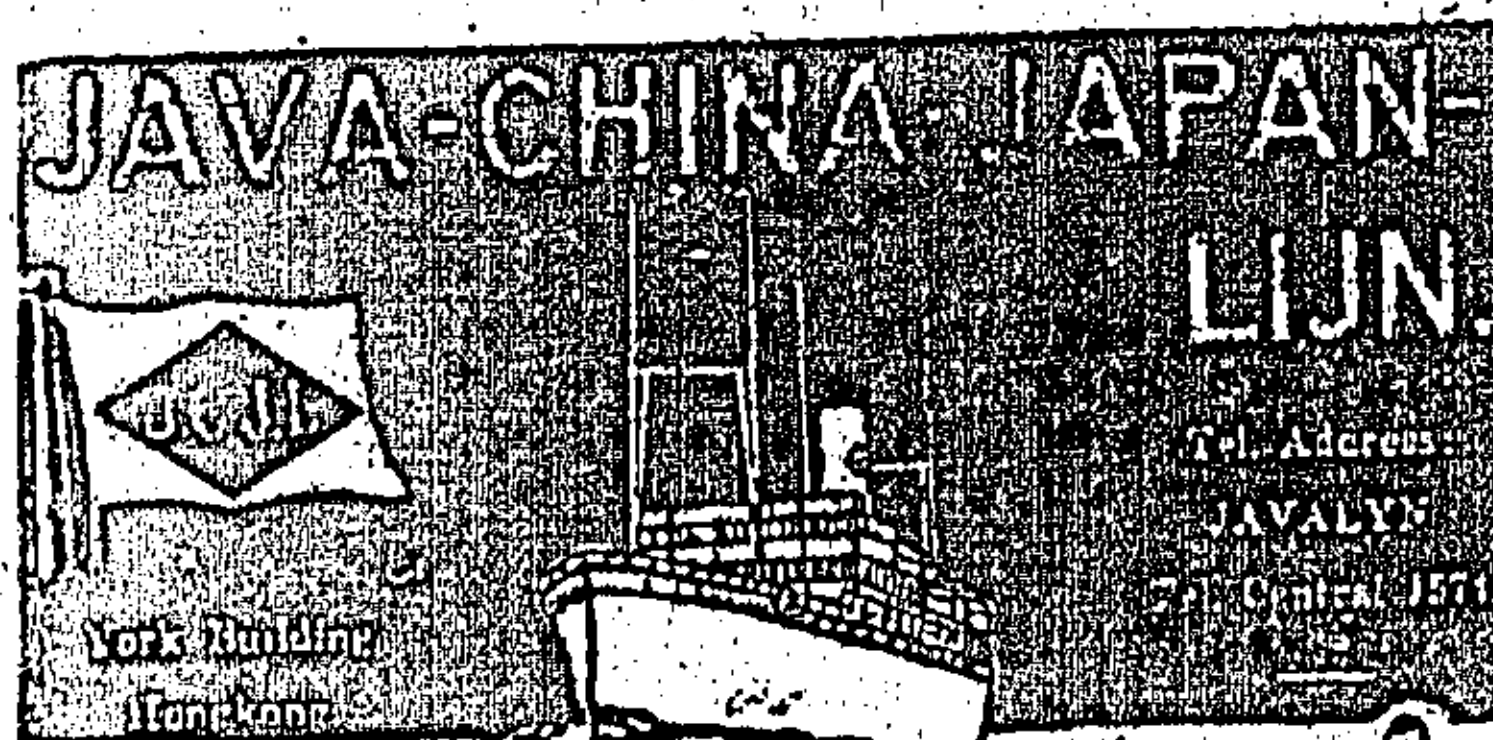
TO MANILA

Pres. Garfield	Sept. 28—8.00 a.m.
Pres. Wilson	Oct. 1—8.00 p.m.
Pres. Lincoln	Oct. 15—8.00 p.m.

For passenger and freight rates, apply to

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
 Telephone Central 2477, 2478 and 795.



REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjmanoeck	Java	26th Sept.	28th Sept.	S'hai, N. China
Tjbesar	Japan	28th Sept.	29th Sept.	Batavia
Tjikembang	Batavia	2nd Oct.	5th Oct.	Shanghai
Tjisondari	Shanghai	4th Oct.	7th Oct.	Batavia
Tjisalak	Java	12th Oct.	14th Oct.	S'hai, N. China
Tjikini	N. China	14th Oct.	15th Oct.	Batavia
Tjikarang	Batavia	17th Oct.	19th Oct.	Shanghai
Tjikembang	Shanghai	18th Oct.	21st Oct.	Batavia
Tjitaroen	Java	26th Oct.	28th Oct.	S'hai, N. China
Tjmanoeck	N. China	28th Oct.	29th Oct.	Macassar
Tjisaroca	Batavia	31st Oct.	2nd Nov.	Shanghai
Tjikarang	Shanghai	1st Nov.	4th Nov.	Batavia

*Via Macassar

*Via Batavia.

The steamers are all fitted throughout with electric light and
 have accommodation for a limited number of saloon-passengers.
 All steamers carry a duly qualified surgeon. Cargo taken at
 through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

LONDON SERVICE
 "CALOCHAS" 5th Oct. Marseilles, London, R'dam & H'burg
 "PATROCLUS" 20th Oct. Marseilles, London, R'dam & Glasgow
 "BHEXENOR" 2nd Nov. Marseilles, London, R'dam & H'burg
 "ANTENOR" 17th Nov. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE
 "ATREUS" 20th Oct. Genua, Havre & Liverpool
 "TITAN" 19th Nov. Genua, Havre, Liverpool & Glasgow

PACIFIC SERVICE
 via KOBE & YOKOHAMA
 "PHILOCTETES" 7th Oct. Victoria, Vancouver & Seattle.
 "TYNDAREUS" 28th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE
 "TEUCER" 22nd Oct. New York, Boston & Baltimore
 "NINGHOW" 19th Nov. New York, Boston & Baltimore

PASSENGER SERVICE
 "PATROCLUS" 20th Oct. Singapore, Marseilles & London.
 "ANTENOR" 17th Nov. Singapore, Marseilles & London.
 "BHEXENOR" 16th Dec. Singapore, Marseilles & London.
 "AENEAS" 11th Jan. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at
 specially reduced rates.
 For freight and passage rates and information apply to:—
Butterfield & Swire.
 Agents.

CONSIGNEE NOTICES.

THE "BEN LINE" STEAMERS, LTD.

From LEITH, MIDDLESBRO'
 ANTWERP, LONDON, STRAITS and
 PHILIPPINES

The Steamship,

"BENVOLICH."

Consignees of Cargo are hereby
 informed that all Goods are being
 landed at their risk into the hazardous
 and/or extra hazardous Godowns of
 the Hongkong and Kowloon Wharf
 and Godown Co., Ltd., whence and/or
 from the wharves, delivery may be
 obtained.

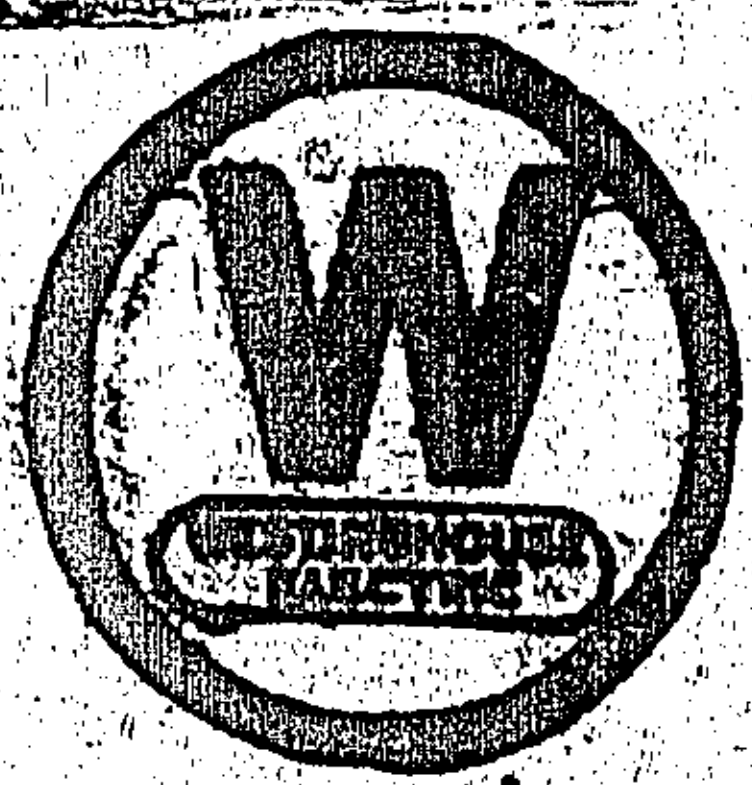
No claims will be admitted after
 the Goods have left the Godowns, and
 all Goods remaining undelivered after
 the 28th instant will be subject to
 rent.

All broken, chafed, and damaged
 Goods are to be left in the Godowns,
 where they will be examined on the
 28th instant at 10 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be counter-
 signed by,

GIBB, LIVINGSTON & CO. LTD.
 Agents.

Hongkong, September 22, 1926.



Holyong, Massey & Co., Ltd.

Distributors.

Queens' Bldg. Tel. C. 678.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO" BUTTERFIELD & SWIRE, Agents

TELEPHONE NO. 62.

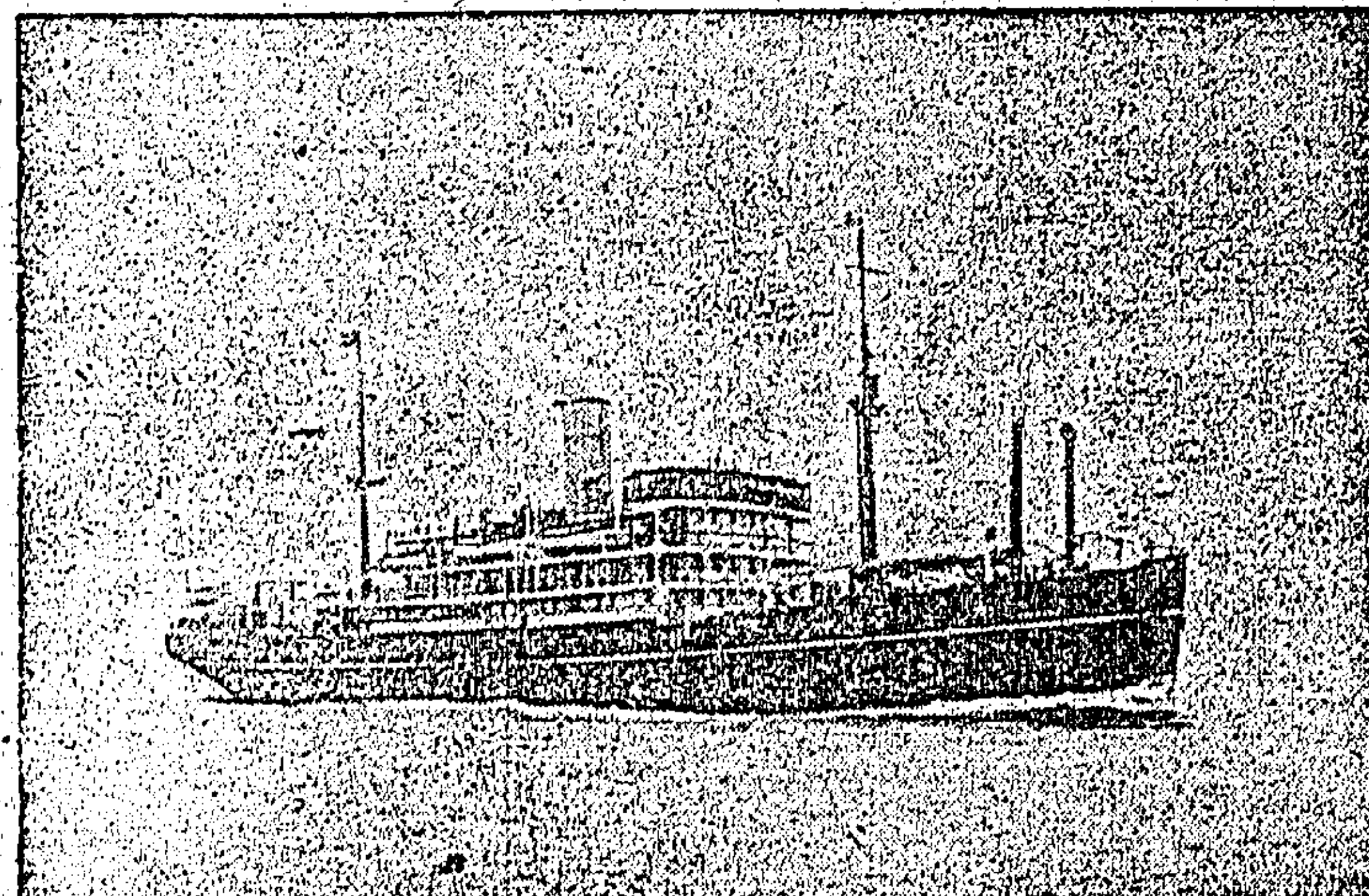
HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;

Cods Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Bonson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.


S. S. "TAIPING"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG
 & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon India, Persian Gulf, Malaya, S. E. Africa,
Australasia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
NELLORE	6,853	29 Sept. noon	S'pore, Pang C'bo & B'bay
KASHGAR	9,005	2nd Oct. noon	M'les L'don, A'werp & Hull
JEXPORE	5,318	11th Oct.	S'pore, Pang C'bo & B'bay & Karachi
MOBEA	10,918	18th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'les, L'don & A'werp
NYANZA	7,028	27th Oct.	S'pore, Pang C'bo & B'bay
ALIPORE	5,273	8th Nov.	S'pore, Pang C'bo & B'bay
MANTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, Pang C'bo & B'bay
KARMALA	9,128	27th Nov.	M'les, London Antwerp
MACE DONIA	11,089	11th Dec.	Marseilles & London
DELTA	8,097	23rd Dec.	S'pore, Penang & Kobe
KHYA	9,135	25th Dec.	M'les L'don & Antwerp
MAIWA	10,241	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
MOBEA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrex, Smyrna and other Levant Ports by Steamers of the Rhodion Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,108	28th Sept.	S'pore, Penang & Calcutta
SHIRALA	7,841	11th Oct.	S'pore, Penang & Calcutta
TALMA	10,000	19th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Oct.	(Manila, Sandakan, Thurs.)
ARAFURA	6,000	29th Oct.	Island, Townsville, B'bane.
TANDA	6,956	2nd Dec.	Sydney and Melbourne.

*Calls at Kolombogen
Regular Monthly Sailings from Hongkong to Japan and
Hongkong to Australia.
The P. & O. S. S. Co. Ltd. steamers will also call at Shanghai, Hoilo, Cebu,
Koblenz, Tawau, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand,
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Services of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via
Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ALIPORE	5,273	29th Sept.	Shanghai & Kobe
KHYBER	9,114	1st Oct.	Shanghai, Moji & Kobe
ARAFURA	6,000	5th Oct.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,902	15th Oct.	Shanghai, Moji & Kobe
MIRZAPORE	6,715	23rd Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be
received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hongkong and Sailing for S'hai & Japan	Prob. Sailing from Hongkong for M'les.
ANGERS			28th Sept.
D'ARTAGNAN			12th Oct.
ANGKOR		28th Sept.	26th Oct.
PORTHOS		12th Oct.	9th Nov.
CHAMBORD		26th Oct.	23rd Nov.
PAUL LECAT	8th Oct.	10th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctors' attendance)
A Class 1st Class \$99.0.0 B Class 1st Class \$85.0.0
Steamers 2nd Class \$70.0.0 Steamers 2nd Class \$61.0.0
Through Tickets to London and Landing Towns of Europe
Accommodation reserved in the trains at Marseilles.
LIGNES COMMERCIALES (CARGO-BUATS)
S.S. MIN from Dunkirk, L'don, Havre is due to arrive about 28th September.
For full particulars apply to **Messageries Maritimes Co.**
Phone: Central 740 3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam,
Hamburg, Bremen and North
German Ports.

Arrivals From Europe.

S.S. SIMALOER	13th October.
S.S. OLDEKERK	16th November.
Sailings for Genoa, R'ham, A'dam, Hamburg & Bremen.	
S.S. OOSTERK	2nd October.
S.S. OUDERKERK	30th October.
S.S. SIMALOER	26th November.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LUN.
Tel. Central No. 1574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU	Tuesday, 5th Oct. at noon.
TENYO MARU	Monday, 18th Oct.
KOREA MARU	Tuesday, 2nd Nov.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

ANTO MARU	Friday, 5th Oct. at noon.
BOKUYO MARU	Saturday, 27th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKUSAN MARU	Saturday, 25th Sept.
KITANO MARU	Saturday, 9th Oct.
HARUNA MARU	Saturday, 23rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 20th Oct.
MISHIMA MARU	Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

TOBO MARU	Saturday, 2nd Oct.
LISBON MARU	Sunday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU	Friday, 15th Oct.
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BOMBAY via Singapore & Colombo.

PENANG MARU	Thursday, 30th Sept.
TAMBA MARU	Monday, 11th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU	Friday, 8th Oct.
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Saturday, 16th Oct.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU (Kobe direct)	Saturday, 2nd Oct.
KATORI MARU	Monday, 4th Oct.
ATSUTA MARU	Tuesday, 19th Oct.

For further information apply to— **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.
S.S. "KENDAL CASTLE" Sails on, or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI
VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME L" 7th October.

M.V. "VIMINALE" 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails from Calcutta 30th Sept.

Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLEN SHIRE	5th October	GLEN GARRY	20th October
CARMARTHENSHIRE	16th Oct.	L'don, R'dam & H'burg via Oran.	
GLENBRO	28th October		
GLENBANDA	14th November		
GLEN TARA	28th November		

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily.
(Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 26th Instant s.s. "TAISHAN" will depart
from Company's Wing Lok Street Wharf at 9 A.M. and
from Macao at 4 P.M.

Above sailings are subject to weather conditions,
and intending passengers are requested to communicate
with the office, whenever any of the typhoon signals are
hoisted.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)
S.S. "CITY OF BATH" From H'kong via Suez Canal 8th Oct.
S.S. "CITY OF BARDOA" From H'kong via Suez Canal 5th Nov.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)
Sailing from Hongkong.
M.V. "FORREBANK" From H'kong via Suez Canal 2nd half Nov.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, & Hamburg From Hongkong.
S.S. "CITY OF RANGOON" 24th October.
For London, Rotterdam, & Hamburg
S.S. "CITY OF PEKIN" 12th November.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "YUENSANG" From Hongkong 15th October.
Loading for Mauritius, Delagoa Bay, Durban East London,
Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Quillimaine, Ibo,
Port Amelia, Mozambique, Chindo, Imhambana, Zanzibar,
Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City
of Palermo" or "Malatian" to Java, Freemantle, Adelaide,
Melbourne and Sydney, and Vice Versa, Through Freight
and Passenger bookings from Hongkong in conjunction
with "Ellerman" Line or other services.
For freight or passage on any of the above lines apply to—

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.S. Co., Ltd.)

AMERICAN & MANHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.

S.S. "CITY OF BATH" via Suez Canal 8th Oct.
S.S. "TEUGER" via Suez Canal 22nd Oct.
S.S. "CITY OF BARDOA" via Suez Canal 5th Nov.
S.S. "NINGHONG" via Suez Canal 19th Nov.
Steamers proceed via Suez Canal or Panama Canal at
Owners option subject to change without notice.
For Freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG
HONGKONG & CANTON JARDINE MATHESON & Co., Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changle" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
Via MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New
Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,
Tel. C. 35. Agents.

Attracts attention
Developes trade
Vitalizes your business
Enlightens the Public
Repays expenditure
Tempt readers
Induces custom
Simplifies selling
Increases turnover
Nets profits
Gets results.

Consult J. E. HANCOCK.

Publicity Agent & Commercial
Artist,
Morning Post Building, 4th Floor.
Telephone C. 4731

CHINESE OPTICAL CO.

Refracting
and
Manufacturing
Crookes Glasses
Kryptok (Invisible)
Bifocals.
Toric Lenses.
Sun Glasses.

37, Queen's Road, Central.

METALS

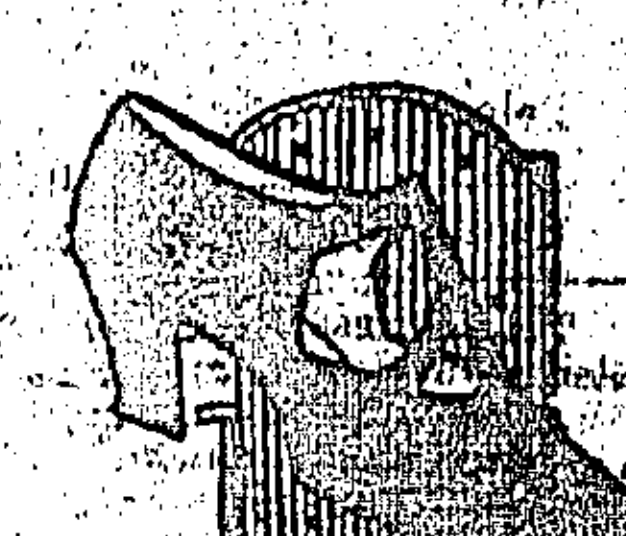
of all kinds especially for
ship-building and engineering
work. Complete stock.
Best, Terms. Immediate
delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1880]

HING LUNG ST.

Phone Central 516.

**T. NAKAO**

Japanese Shoe Expert.
TORTOISE SHELL BOXES
AND CASES A SPECIALITY
Astor House Hotel Building,
Queen's Road Central.

MRS. MOTONO

Hand and Electric

MASSAGE

No. 31B, Top Floor Wyndham St.

HONGKONG.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road, Central.

nd. floor.

MASSAGE HALL

28 WYNDHAM STREET

MRS. H. MORITA

Mrs. J. CRAWFORD,

Massage Hall

No. 14, Zetland Street.

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL;
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373 Telegraphic Address "Victoria"

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

This First Class Residential and Tourist Hotel provides the acme
of comfort and service for its Guests.
Six Stories of up to date elegantly furnished airy rooms with latest
sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.
Electric Lift and Telephones to each floor.

Rates for Families greatly reduced.

RATES:—Single—Monthly from \$120, Weekly from \$30 and Daily
from \$5.

Double—Monthly from \$230, Weekly from \$55 and Daily
from \$9.

Under new and progressive management.

Tels: K.603 and K.609.

Telegraphic Address:—
"KOWLOTEL" Hongkong.

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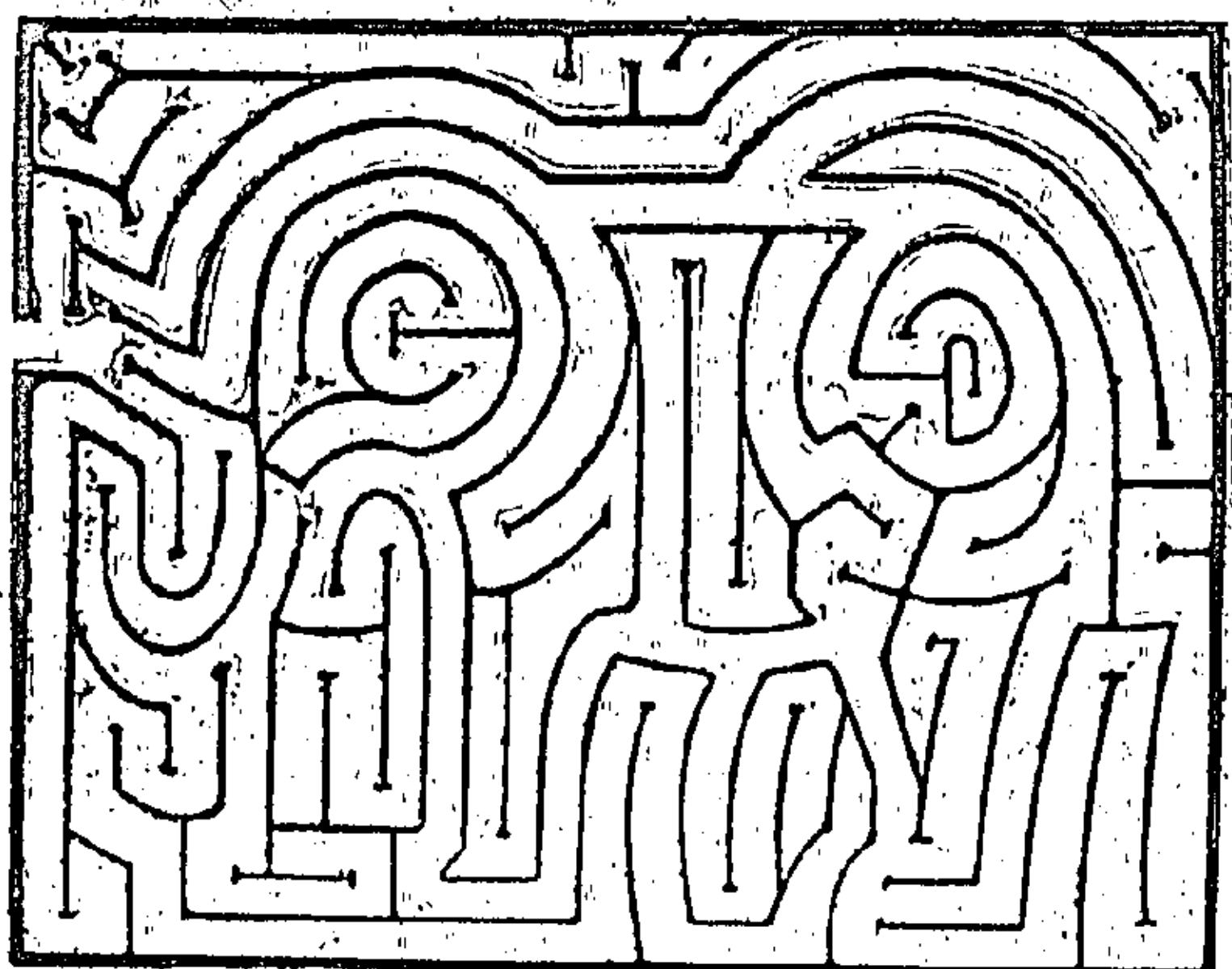
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THE MYSTIC MAZE

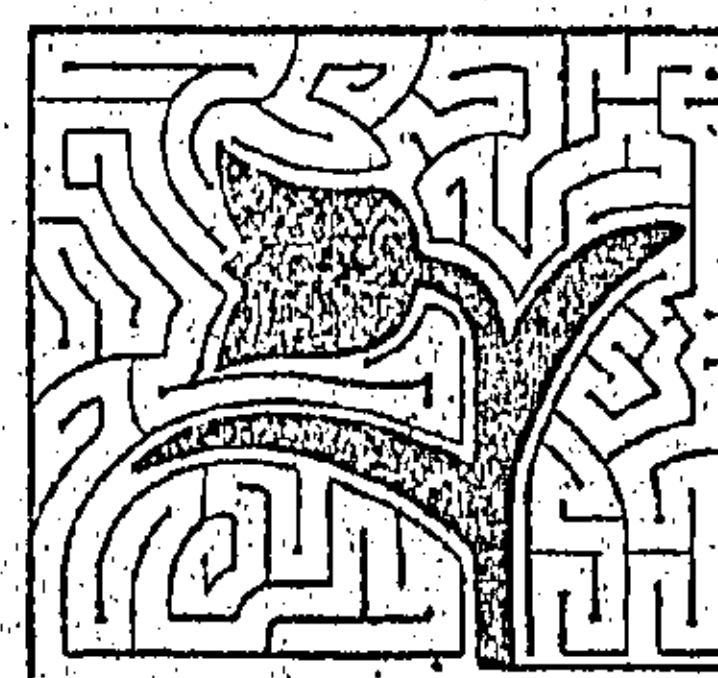
By WALTER D. GIBSON



With a pencil and perseverance you can solve this puzzle. Start at the entrance to the maze and pick your way through its pitfalls. A hidden picture is buried within it, and when you have completed your course, the outline of the picture will appear before you.

There is only one route through the mystic maze. You will not have to retrace any lines, or jump over any bars. By following the proper path you will come out at the starting place in one continuous line.

After you have solved the puzzle, go over the path to make sure that you are correct. Then blacken in the outline that you have made, and the result will be a solid picture.



—The Tulip.
Last Week's Hidden Picture.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

DAIRY FARM CO.

THE CARRY-FORWARD EXPLAINED.

TOWN IMPROVEMENTS.

At the annual meeting of shareholders of the Dairy Farm, Ice and Cold Storage Co., Ltd., held to-day at noon, the Chairman (Mr. T. G. Weall) stated that the date of closing the Company's annual accounts had been changed from July 31st to December 31st, and that the balance of Profit and Loss Account had therefore been carried forward to the next accounting period, the intention being to declare such dividend as may be found advisable after the closing of the accounts. He also announced that certain land has been purchased north of the Company's town depot, the intention being to build godowns on the Wyndham Street level and motor garages on Albert Road.

In the course of his speech, Mr. Weall said:—Your Directors are pleased to be in a position to place before you what they consider a satisfactory report in spite of adverse conditions and general depression in trade prevailing in the Colony. This result has been attained by our usual exercise of strict economy and careful supervision. The result of our working profit compares very favourably with last year, but the balance of Profit and Loss Account is less, owing to reduced dividends received on our investments and interest paid on our heavy overdraft. You will notice that this year we have written off for depreciation, bad and doubtful debts \$118,680.95, as against \$115,316.68 last year. After making these provisions, there remains a balance of \$205,809.25, including the balance of \$13,887.01 brought forward from last year which your Directors recommend should be dealt with as follows:—Place to Fire & Typhoon Insurance Fund, \$5,000; and carry forward \$200,809.25. You will also notice that we have utilised the sum of \$20,947.04 standing in last year's balance sheet at credit of "premium on shares" by transferring same to Profit and Loss Account.

CARRY-FORWARD EXPLAINED.

In view of the fact that our cash position must always be at its worst at this time of year, owing to seasonal buying in Australia which necessitates heavier stocks in the Autumn, your Directors have, for various reasons, decided, in consultation with the Company's Bankers, to change the date of closing the Company's annual accounts from 31st July to 31st December in future. With this object in view, your Directors have decided to carry forward the balance of Profit and Loss Account, as previously stated, to next accounting period and declare such dividend as may be found advisable after closing the Company's accounts on 31st December, 1926.

You will be pleased to hear your herd is in excellent health and the standard of quality attained and its immunity against rinderpest is the highest in the Company's history. Your Company's milk and other dairy products are, as usual, kept up to a high standard, and, judging by the support we receive from our customers, our efforts in this direction are appreciated.

NEW DIRECTORS.

During the year, Rev. Father Robert resigned from the Directorate on leaving the Colony. I should like to place on record your Directors' appreciation of Father Robert's valuable assistance to the Company. He took a very keen interest in the Company's affairs and his advice and assistance was always at the Company's service. To fill the vacancies, your Directors invited the Hon. Dr. Koch and Mr. Montague Ede to join the Board. I need hardly mention that the inclusion in the Company's Directorate of the above-mentioned two gentlemen will prove of great benefit to the Company. Dr. Koch has at all times taken a keen interest in public health; his expert advice and assistance will, you will agree, be of great value to the Company. Mr. Montague Ede has had a home experience in farming and rearing of dairy cattle on modern lines, and we feel sure that his advice also will be of assistance both to your Board and the Company. Our Shanghai branch has been

NEW PENSIONS ACT.

WORKING SMOOTHLY AND WELL.

Rugby, Sept. 24.
Sir Kingsley Wood, Parliamentary Secretary to the Health Ministry, speaking at Newcastle, said that the machinery of the new Widows and Old Age Pensions Act was working smoothly and well. Over 260,000 pensions in Great Britain were in operation covering over half a million persons. The sums paid in the new pensions now amounted to nearly £250,000 per week and this amount was steadily rising. At the Ministry of Health,

THE WANHSIEN AFFAIR.

Sensational Incident at
League Assembly.

Geneva, Sept. 24.
There was a sensational incident in the Assembly to-day. Mr. Chu, acting under instruction of the Chinese Government drew attention to the recent action of British warships on the Yangtze River. Viscount Cecil expressed astonishment at Mr. Chu's procedure and said the British version was quite different from Mr. Chu's. The matter was engaging the attention of both Governments and he thought that Mr. Chu's statement would hardly help them in reaching a settlement. (Applause)

General surprise was caused at Mr. Chu's action without previously advising the British delegation. After Viscount Cecil had spoken, the President of the Assembly declared that it was impossible to prolong the debate on the question which was not on the agenda, and they would, therefore, proceed with the business of the sitting.

they were now engaged in preparing the necessary machinery for dealing with 500,000 to 600,000 claims which were to be expected next year, in respect of old age pensions payable, in January 1928 to insured persons between 65 and 70 years of age.—British Wireless.

in existence for over a year, but on account of initial expenses and keen competition we have not done as well as might have been expected. We have now formulated a new scheme for working our Shanghai branch which, when completed, should prove a very paying asset to your Company. Further reference will be made to this in our next meeting.

LAND ACQUIRED.

During the year under review, we acquired from the Government the vacant parcel of land lying to the north of our Depot. It is your Directors' intention to build godowns on the Wyndham Street level and motor garages on the Albert Road level to accommodate part of our fleet of motor vans and coolie quarters on top, thus extending both our godown accommodation and coolie quarters, which we find necessary.

During the year under review, your Secretary, Mr. Manuk, was requested to visit Australia, and, as usual, his visit proved of benefit to the Company. As mentioned in your Chairman's speech last year, your Directors consider these annual visits necessary in the interests of your Company. I should like to express your Directors' thanks to the Manager, Secretary and the Staff, both European and Chinese, for the efficient manner the Company's work has been carried on sometimes under most difficult and trying conditions. In recognition of their whole-hearted devotion to the Company's service, your Directors have voted them 10 per cent. bonus on their salaries, which we feel sure will meet with your approval.

I should like to remind our customers and the public that the Company's aim is to serve the Colony's population by providing it with wholesome food and with the best obtainable, and our success in this direction depends entirely upon the support we receive.

LEPER COLONY.

CULION MAY CLOSE DOWN.

SHORTAGE OF FUNDS.

Unless drastic steps are taken by Governor General Wood authorising a temporary remedy which involves somewhat of a deviation from his standing orders regarding expenditure of insular appropriations, virtually all activities at the Cullion leper colony will be tied up immediately, according to a telegram received by Dr. Jacobo Fajardo, director of health, from Dr. Chiyuto, director of the colony, says the Manila Bulletin.

This difficult situation is the result of orders requiring enforcement of clauses of the appropriation act expressly prohibiting transfers of funds from one item to another and thus making available unexpended balances intended for other activities the appropriations for which already have run short.

TWO REMEDIES SEEN.

The only remedy that would enable the Cullion colony to operate without interruption normally is either permission from the governor general to allow the necessary transfer at least until the end of this year, or to permit the Cullion administration to incur an overdraft and then authorise the director of health to submit to the legislature a deficiency bill covering the probable amount of such overdraft.

Immediate suspension of 270 employees in the colony now in charge of communication, land and water, transportation, food distribution, truck farming, police work, and sanitation apiece would be the result of failure of the corresponding officials to authorize the remedies asked for, it is understood. Dr. Chiyuto stated in his telegram to Dr. Fajardo that the colony will not only be in chaos but the colonists, themselves of which there are now more than 6,000 will suffer considerably. Dr. Fajardo reported the matter to Vice Governor Gilmore and the two, together with Major A. P. Hitchens of the governor general's staff, arranged to try to obtain the needed remedies. It is expected that Dr. Fajardo will see the governor general to-day.

ABOUT PESOS 1,000 LEFT.

At present there is an appropriation of Pesos 34,000 for the services affected. This amount is believed sufficient if the necessary transfers could be allowed. Forseeing a situation similar to that which is now developing, Dr. Fajardo asked the legislature last year for an appropriation of Pesos 58,000, but that body gave only Pesos 34,000 of which almost Pesos 33,000 is spent.

Dr. Chiyuto's telegraphic S.O.S. to Dr. Fajardo follows:

"Your telegram yesterday has been received. (This refers to a telegram of Dr. Fajardo informing Dr. Chiyuto that items on labour, laundry and general service cannot be transferred.) Two hundred seventy leper, and non-leper employees will be suspended to the serious detriment of the general welfare, interests and efficiency of the inmates of the colony unless a solution is immediately found. The various services of the colony such as those involving public safety, fire and police protection, food distribution, telephone and telegraph communication, unloading and warehousing of cargoes will be paralyzed and agricultural activities suspended. The situation, if not remedied, will be chaotic, but for the good of the service suspension will not be effected until decision is received from that office."

THE VOLUNTEERS.

(Continued From Page 1.)

forces, with the proviso that no Volunteer shall be subject to a penalty of death except for murder, and that no sentence of a court martial on a Volunteer shall be carried into execution unless confirmed by the Governor. This amendment merely extends to the case of Volunteer camps the provision which already apply to the case of Volunteers who are on actual military service or who are undergoing training or doing duty with the regular forces.

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A Famous Play made into a Big Picture

HAVOC,

the theme of which seems to be that the havoc
wrought by woman is little less disastrous than
that wrought by war.

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POLLY OF THE FOLLIES

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TO-DAY at 5.30. TO-NIGHT at 9.15

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in their

FAREWELL PERFORMANCE

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Booking at Moutrie's and The Star.

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THE STAVRINAKY

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IN A COMPLETE CHANGE OF PROGRAMME

Including

"SHEHEREZADA"

(From "A Thousand and One Nights")

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at 5.30 p.m.

MATINEE

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